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The China Mail
ESTABLISHED 1845
TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/6.

Dainty Eyeglasses
N. LAZARUS
Ophthalmic Optician
13, Queen's Road, Central.

No. 27,482 HONG KONG, THURSDAY, MAY 8, 1930. PRICE \$3.00 Per Month.

**BATTLE ROYAL AT
DOWNING STREET.**

EGYPTIANS UP AGAINST
BRITISH DIPLOMACY.

PREMIER AGITATED.

Rugby, Yesterday.
The negotiations with the
Egyptian delegation have con-
tinued all day since eight o'clock
this morning with an interrup-
tion only for lunch and dinner.
They are being resumed again at
nine o'clock this evening and a
session until the early hours of
to-morrow morning is probable.
A Cabinet meeting will be held to-
morrow morning, when the posi-
tion will come before the Minis-
ters.

Efforts are being made to
achieve some definite result to-
morrow. Mr. Henderson, the For-
eign Secretary, has postponed his
departure for Paris on the way to
Geneva from to-morrow morning
until the afternoon.

The actual situation is that the
matter of the Sudan is still un-
settled and is still under discus-
sion. At the same time, discus-
sion is continuing on other points,
such as question of troops in the
Canal Zone—points which have
been raised again since the Egyp-
tian courier arrived from Egypt
with the observations of the Cairo
Cabinet upon the references made
to them.—British Wireless Ser-
vice.

Another Report.

London, Yesterday.
Apparently a battle royal was
proceeding to-day from the res-
umption of the British and Egyp-
tian treaty negotiations at the un-
precedentedly early hour of eight
in the morning. It is believed
to have been over the question of
the Sudan, in connection with
which, partial agreement was
reached yesterday. There was a
very brief adjournment for lun-
cheon, prior to which, however,
Mr. Henderson left to attend the
Cabinet Council. Subsequently he
summoned Nahaas Pasha for a pri-
vate talk. Nahaas Pasha refused
to speak afterward, but looked
agitated. The plenary conference,
however, resumed at three o'clock
in the afternoon.

Delegates in Good Spirits.

London, Later.
The negotiations between Brit-
ain and Egypt have been ad-
journing until 3.15 p.m. The Egyp-
tian delegates drove off to their
hotel in good spirits. They are
re-assembling at the Foreign
Office at 11 p.m.—Reuter.

Empire Precautions.

The British Government's pro-
posals for a treaty governing the
relations between the Kingdom of
Egypt and the British Empire for
the next 25 years was published on
August 8, 1929.

The British Government, in the
preparation of the draft took up
the negotiations which have been
proceeding, with temporary setbacks,
with successive Egyptian Govern-
ments since 1922, when Britain, in
the famous Declaration, raised her
protectorate and recognised Egyp-
tian sovereignty subject to four re-
servations which were to form the
basis of a subsequent treaty.

These reservations envisaged an
agreement between the two coun-
tries on the maintenance of Empire
communications through the Suez
Canal, the subjects of defence, the
protection of foreign rights and per-
sons in Egypt, and the Government
of the Sudan, which was retrieved
from chaos by Britain at the end of
the last century and which has been
brought to a state of prosperity by
British capital and British adminis-
tration.

The draft treaty submitted to the
Egyptian Prime Minister (Mahmoud
Pasha) by the British Secretary of
State for Foreign Affairs (Mr. A.
Henderson), who state in August
that it is the limit to which Britain
can go in settling the outstanding
questions, is designed to protect
Britain on these points and to re-
spect the sovereign rights of Egypt.

The draft proposes a friendly al-
liance with support of the adminis-
tration of Egypt to the League of Na-
tions. The withdrawal of British
troops to the canal zone is provided
with a defensive agreement between
the two countries. Any adminis-
trative advice necessary is to be
given by British subjects, and there
is to be an exchange of ambassadors.
At present the status of the Sudan
is to be unchanged. There is pro-
vision for the jurisdiction of mixed
tribunals over foreign in-
terests by agreement.

**OUR NEW
GOVERNOR.**

ARRANGEMENTS FOR HIS
RECEPTION.

IMPRESSIVE CEREMONIES.

Final arrangements for the re-
ception to be accorded to Sir
William Peel, K.B.E., Governor-
elect of the Colony, may now be
made, it is learned by the China
Mail, through the courtesy of the
Colonial Secretariat.

The P. & O. steamer Khiva, which
Sir William Peel is travelling, will
lie up at No. A1 buoy at nine o'clock
to-morrow morning. The Hon.
G. F. Hole (R.N.) in his official
capacity as Harbour Master, will
then call, taking out the Governor's
launch, Britannia.

An aircraft and destroyer escort
will meet s.s. Khiva inside ter-
ritorial waters.

Sir William Peel, after the visit
of the Harbour Master, will be
accorded a welcome to the Colony by
His Excellency the Officer Adminis-
tering the Government. The cere-
mony will take place at Queen's
Pier, and afterward the Doyen of
the Consular Body, Mr. M. J. Quist,
will greet Sir William Peel.

A Gubernatorial Salute of 17
guns will be fired from H.M.S.
Tamar when Sir William lands on
the pier, and later, when he has
taken the oath as Governor, a fur-
ther Salute will be fired in his
honour.

The Royal Navy will form the
Guard of Honour at the Pier, and on
the left will be a detachment from
the 2nd Battalion, the Argyll
and Sutherland Highlanders.

After H.E. Sir William Peel has
been introduced to the Consular
Body, and members of the Legisla-
tive Council, the party will leave in
three cars.

Later, H.E. will be accorded a
welcome by the public at the City
Hall, where the official Address will
be read by the Hon. Mr. W. E. L.
Shenton.

The stage is reserved for Sir
William Peel and his party, H.E. the
Officer Administering the Govern-
ment and his party (including Lady
Peel and Mrs. Southern), the re-
presentatives of the Navy, Army,
and Royal Air Force, the Executive
and Legislative Council, the heads
of Government Departments, and
the Reception Committee.

The first two rows of the stalls
will be reserved for the members of
the Consular Body.

The first two rows of the dress
circle in the Hall will be reserved
for ladies.

The Reception Committee will
meet H.E. Sir Wm. Peel in the main
entrance Hall.

H.E. the Officer Administering
the Government will introduce H.E.
Sir William Peel to the mem-
bers of the Reception Com-
mittee, accompanied by H.E.
Sir Wm. Peel and his party and
H.E. the Officer Administering the
Government and his party, will pro-
ceed to the stage, where they will
take up their seats.

On H.E. Sir Wm. Peel arriving at
his seat the band of the 3/15
Punjabis will play "God Save
The King."

Later, Sir William Peel will leave
for the Legislative Council Cham-
ber, where he will take the Oaths of
Office. A Guard of Honour of the
2nd Battalion, the Somerset Light
Infantry, will be drawn up on the
Volunteer Parade Ground.

After the inspection, Sir William
Peel will enter the Council; he will
sworn in as Governor and Com-
mander-in-Chief by the Chief
Justice, Sir Joseph Kemp, K.C.,
C.B.E.

Plans by the Broadcast Studio.

Arrangements are being made
for Z.B.W. to relay from the City
Hall to-morrow morning the
speeches and address on the oc-
casion of the welcome to His Ex-
cellency, Sir William Peel. The
morning transmission will com-
mence at 10 o'clock.

FISH FOR STARVING MAN?

That fish is not a food a really
starving man would take to was
the remark made by Mr. T. S.
Whyte-Smith at the Kowloon Ma-
gistrate's Court, this morning, when he
fined a Chinese, 83 years old, 85 or
seven days' jail in default for the
theft of two fish from a stall in
the Hungkong Market.
Divisional Inspector Stinson
said that the accused, after taking
the fish from the stall, ran away.
The fish were given chase, during which
a Chinese sergeant saw the thief

NEPAL AND TIBET.

Temporary Lull in
Frontier War.

APPEAL TO CHINA.

Shanghai, Tuesday.

After a severe engagement with
the Tibetan troops, the Nepalese
have refrained from further pene-
tration, due to their ignorance of
the topography of the country. The
Tibetan troops, while waiting
for reinforcements, are still
guarding the various passes from
the slopes of impassable moun-
tains.

Five representatives from the
Shing province arrived on May
4 at Chungking, Szechuan, where
they requested General Liu
Hsiang to send reinforcements to
relieve the present critical situa-
tion.

NAVY LEAGUE — SEPOY FUND.

Eleventh List.

The following contributions
have been thankfully received—

Previously ac- knowledgeed	\$13,099	\$52-10-0
Officers, War- rant Officers, N.C. Co's. and other		
Ranks, Bel- tish Heavy Batteries and Hong Kong Singapore Brigade, R.A.	138.30	
Royal Artillery Ser gents		
Mass, Victoria N. L. H. R.	10	
Members of Police Recrea- tion Club	150	
Water Police (Extra Dona- tion)	5	
C. Franklin R.A.O.C.	10	
Parasce Zereas- trian (Charity Funds)	50	
"Dandy" Goun- d Concert (part proceeds)	40	
Java - China Japan Lijn	50	
Imperial Chemi- cal Industries (China) Ltd.	100	
Prison Officers and Members, Officers' Mess (per kind favour of Mr. J. W. Frank)	100	
"D.M." per kind favour of the New paper Enterprise, Ltd.	5	
Ser gents' 2nd K.O.S.B.	32	
Thos. Cook and Son, Ltd.	25	
Mons. Dufau- del de la Fraide, Consul for France	25	
Members and Friends, Gar- rison & Ser- geants' Mess	32	
Caliban	10	
George Grimble M. B. R.	25	
Craigsgower Crick Club	35	
Members, Can- ton Club	70	
Members, R.E.W. & Ser gents' Mess	37	
Members, Foo- chow Club	186.78	
British Com- munity, So- low (per kind favour of H.M. Consul — Mr. A. C. Major)	200	

\$14,395.03 £52-10-0

W. A. DOWLEY,

Hon. Treasurer.
The donations from Swatow
and Foochow are much ap-
preciated, showing the practical
sympathy evinced by residents
of outposts. The Navy
League will hold a Committee
meeting on Wednesday next to
consider the allocation of the
sum raised. There is still
time for anyone desiring to
send in contributions.

tion of Tibet, on the ground that
the relations between Szechuan
and Tibet are as lips to the teeth,
and that, therefore, the defeat of
the latter will also affect the for-
mer.—Canton News Agency.

take a pen knife out of his pocket
and inflict two cuts on his head.
At the Police Station, however,
the man, whose head was bleeding,
said that he had been deliberately
push over by the complainants in
the chase.

The accused stated that he stole
the fish because he was hungry.

**INDIA'S HOUR OF
TRIAL.**

THREE HUNDRED KILLED IN
RIOTS.

MOSLEM WISE.

CONFIDENCE IN THE
VICEROY.

Simla, Yesterday.

An account of yesterday's Delhi
disturbances received at official
quarters indicates that the Hindu
and Mahomedan killed number
about 300. Of the injured 10 are
in a dangerous condition, whilst
two have died in hospital. The
city to-day was quiet.

Confidence in Viceroy.

A statement on the position in
India made by Capt. Wedgwood
Benn in the House of Commons
in reply to Mr. Stanley Baldwin
quoted at length official reports
and pointed out that except in
parts of the Bombay Presidency
and one district on the north-
west frontier, the rural areas
were unaffected by disturbances.
Moreover, the Moslem community
had generally held aloof from the
civil disobedience campaign and
the two recent labour disputes had
ended. He paid tributes to the
officers and men at present en-
gaged in the very difficult duties,
and concluded by the expression that
the confidence held by the Govern-
ment in the Viceroy was shared
by the House. (Cheers).—
Reuter.

Situation in Hand.

Rugby, Yesterday.
Questioned in the House of
Commons regarding the situation
in India, Capt. Wedgwood Benn,
Secretary for India, read a large
number of telegrams received
from India. The latest news
from the Punjab related to Sun-
day and Monday, when all was
quiet except for a partial hartal
in consequence of Gandhi's arrest.
At Lahore, a European Sergeant
and a picket, who were sent to
prevent interference with the
light railway, were surrounded
by a large crowd, but fought their
way out. An Inspector and Ser-
geant had to fire 15 rounds, but
no casualties were reported. The
situation was now in hand.

Another telegram received
stated the necessity for the Police
Superintendent to fire seven
rounds at a crowd, and it was be-
lieved that the ring-leader was
hit. The Railway Police Station
was reported to have been entered
by 500 volunteers.

A telegram from Bengal this
morning reported that all was
quiet on the Hoogli and at
Howrah.

At Chitragong four raiders were
stated to have been killed. That,
he thought, referred to the raid
a few days ago. A message from
the Chief Commissioner dealt
with Tuesday's disorders at Delhi
in one of which the demonstra-
tions wrecked a train in which the
Deputy Commissioner and Super-
intendent of Police were travel-
ling, and other casualties are not
yet known, although it was re-
ported that 30 or 40 had reached the
service station of the hospital.

Quiet in Bombay.

The latest report from Bombay
dated yesterday states that, gen-
erally speaking, the situation was
still quiet following the arrest of
Gandhi. A hartal meeting held in
Bombay was conducted peacefully.
The hartal started on Monday
and continued on Tuesday.
In the mill areas, although the
mills are more or less quiet, 60
per cent. of the workers were at
work. Troops continued to be
held in readiness. In Surat
the situation was quiet, and
some shops were open.
A message this morn-
ing stated that, according to
reports received, no disturbances
had occurred on Wednesday or
Thursday.—British Wireless Ser-
vice.

"Freedom This Time."

Bombay, Yesterday.
"As long as we don't battle or
irritate the Government, we are
wasting our lives. We must get
freedom this time," declared the
ex-Speaker, Mr. Patel, addressing
a huge open air meeting here. He
appealed to his hearers to pursue
the social boycott of officials, not
to pay land revenue, "fight the
Government on all fronts."

Surat, Yesterday.
Civil resisters have definitely
decided to march to Dharasan
and carry out the raid on the salt

BOGUS MASTERPIECE.

Painter's Grandson on
Grave Charge.

SPURIOUS MILLETS.

Paris, Yesterday.

Jean Charles Millet, (grandson
of the famous landscape painter,
Jean Francois Millet) and his
friend Cazeau, have been arrest-
ed in connection with the great
picture forgeries scandal. Millet
and Cazeau are alleged to have
sold to a British customer a num-
ber of pictures purporting to be
the work of Jean Francois Millet,
but really painted by Cazeau. Ac-
cording to the newspapers, one of
the spurious Millets, "The Hay-
makers," is in Scotland's Nation-
al Gallery in Edinburgh.—Reuter.

OVERCAST.

To-day's weather report
from the Royal Observatory
states:—
The anti-cyclone is central
to the South of Tokyo.

Depressions have formed
over N. China and Indo China.
Forecast:—E. winds; mod-
erate; generally overcast,
with rain.

Rainfall
Rainfall to 10 a.m. to-day
1.02 inch. Rainfall since Janu-
ary 1, 14.36 inches against an
average of 15.67 inches.

Temperature and Humidity
The temperature and humid-
ity at certain specified centres
this morning at 6 o'clock
were:—

	Temp.	Humid.
Hong Kong	75	98
Macao	75	98
Pratas Island	80	87
Manila	78	89
Amoy	71	95
Swatow	73	91
Chefoo	62	77
Shanghai	61	89

AMBULANCE MEN USEFUL.

With the assistance of three
members of the St. John Ambu-
lance Brigade, two Chinese, of 958,
Canton Road, managed to capture
another man who had been seen
wearing a jacket, which was the
property of one of the pursuers.

It was also found that the thief
had stolen an opium pipe, valued
at \$30. On his appearance before
Mr. T. S. Whyte-Smith at the Kow-
loon Magistracy this morning, he
was sentenced to two months' hard
labour.

His Worship remarked that the
Ambulance men seemed to have
been very useful.

depot (planned by Gandhi prior
to his arrest).—

Calcutta, Yesterday.

Howrah and other suburbs of
Calcutta have resumed their nor-
mal appearance. Shops and
markets are now open as usual.—
Reuter.

Earlier News.

Bombay, Yesterday.
"The Speaker has resigned,
perhaps to find a pension and a
peerage in His Majesty's gift,"
was the jocular remark of the
ex-Speaker, Mr. Patel, when ad-
dressing a crowd on his arrival
from Calcutta, amid scenes of
great enthusiasm.

Mr. Patel urged non-violence
in carrying out the programme
which will be framed at a meet-
ing of the National Congress
working committee at Ahmedabad
on May 12.

Mr. Patel told Reuter's repre-
sentative that he considered a
boycott of British goods in gen-
eral, and all foreign cloth in par-
ticular, was the most important
section of the programme.

British troops have been with-
drawn from the mill area and
elsewhere.

This is regarded as indicating
that the situation has improved.
The cotton mills generally are
working with full complements.

Osaka, Yesterday.
The Japanese are showing in-
creasing concern over the news
from India, which is being given
prominence by the newspapers.

The silk concerns of Yokonama
are worried because of the can-
cellation of orders.

Indian residents in Kobe ap-
pear to be greatly exercised over
the arrest of Gandhi. Their
offices and shops were closed for
a day, and they are holding a
meeting this evening.—Reuter.

**TIENTSIN TO BE IN THE
WAR ZONE?**

PLANS FOR HOSTILITIES BY
YEN AND FENG.

SEVERE FIGHTING.

Peking, Tuesday.

After having met and conferred
with each other at Changteh on
the Ping-Han line, Yen Hsi-shan
and Feng Yu-hsiang have drawn
up the following military plans:—
The Shansi forces are to attack
the Tientsin-Pukow line; the Ku-
minchun to capture the Ping-Han
line; the doubtful troops of the
rebels, to undertake the front
column on the Lung-Hai line. It
was decided that hostilities are to
be opened simultaneously on the
above three lines.

Yen Hsi-shan and Feng Yu-
hsiang arrived on May 3 at Cheng-
chow, where a final military con-
clave will be called. Shih Yu-san,
Sun Tien-ying, Wan Tsin-tsai,
and other Generals of the allied
forces have been notified accord-
ingly to proceed to Chengchow.
After the meeting, Yen will return
to Taiyuan, leaving the military
affairs in the hands of Feng Yu-
hsiang. This will be followed by
the issue of the order for a gen-
eral offensive against the National
forces, together with the mani-
festo to the soldiers and people,
and the notification to the for-
eign Diplomatic Body.

Skirmishes at Lung-Hai.

After making severe charges on
May 2 and May 3, aiming at the
capture of Sikshan on the Lung-
Hai line, resulting in heavy casu-
alties, the rebels under Wan Tsin-
tsai retreated to Kweichow on May
4, and consequently fighting was
suspended on May 5 along the line.

Shih Yu-san is reported to have
arrived at Tehchow, where he
has established a new Shantung
Provincial Government. Tehchow
was first taken by the Shansi
troops under Li Sang-ta, who
upon Shih's arrival, withdrew to
the Shantung-Hopei border.

The rebels under Shih Yu-sah,
who threatened Chia Hsiang and
Chaucheng were repelled by the
National troops under Han Fu-
chu.

According to General Chen
Tiao-yuan, the rebels invading
Shantung at present consist of
one division under Shih Yu-san
and two regiments of Shan forces,
against whom the Shantung loyal
forces are in a position to deal
effectively.

The bridge at Luho on the
Ping-Han line, which was destroy-
ed some time ago, has been com-
pletely repaired. Acting under
instructions, the National forces
are pushing northward along the
line. It is understood that Gen-
erals Chiang Ting-wan and Wang
Chin-yu proceeded to Luho on the
6th and that General Ho Ching-
chun will shortly leave for the
front personally to direct opera-
tions.

Address by Chiang Kai-shek.
Marshal Chiang Kai-shek in-
spected the 1st Training Division
at the Nanking Aerodrome on
May 5. After the inspection, the
ceremony for the taking of the
oath of loyalty by the troops and
officers took place. This was fol-
lowed by the President giving a
brief but stirring address in which
he called attention to the sedi-
tious actions of Yen Hsi-shan and
Feng Yu-hsiang against the Ku-
mintang and Government, and to
the mobilisation of their troops to
undermine the Revolution. In
order to further the late leader's
earnest desire for the peaceful re-
construction of the country, the
National Government was now
forced to resort to arms to exter-
minate the rebellious elements, in
the end that the country might
gain prosperity and the people
happiness.

"I call upon you — Revolution-
ary soldiers and officers,"
appealed the President, "for the
supreme sacrifice, for great
and strenuous efforts on your
part, so that our country may
attain a genuine unification,
thereby exemplifying the spirit
of the Revolution!"

A contingent of the 2nd Train-
ing Division has arrived at Feng

**PREJUDICES LOSE
JUDGE A JOB.**

"NOT FIT TO SIT IN THE
HIGHEST COURT."

ANTI-NEGRO COMPLEX.

Washington, Yesterday.

The Senate, after an angry de-
bate, rejected by 41 votes to 81
the appointment of Judge J. J.
Parker as Associate Judge of the
Supreme Court. The Judge's op-
ponents urged that he was unfit
to sit in the highest court, owing
to his hostile attitude toward or-
ganised labour and negroes. This
is the first nomination to the
Supreme Court to be rejected for
nearly 40 years.—Reuter's
American Service.

The 1st Training Division
which has been despatched to
Haichow is expected to arrive at
its destination shortly.

Marshal Chiang will soon pro-
ceed to the frontier of the Tsin-
pu line and it is said that the
order of general offensive will be
issued on May 11 or 12.

General Yang Yu-cheng report-
ed on May 5 the recapture of
Neihsiang, in the south-west of
Honan, and that the enemy had
retreated toward Chingtzekuan
Pass.

Yen Hsi-shan.

Peking, Tuesday.
Interviewed, Yen Hsi-shan
states that all matters pertaining
to Party affairs will be left to the
direction of the Party members,
with no interference on his part,
and that the organisation of the
new Government still requires de-
liberation. His present trip to
meet Feng Yu-hsiang deals, how-
ever, exclusively with military
problems, such as the solution of
military expenditure, general
troop movements and kindred
matters.

Rewards for Rebels.

The Nanking General Head-
quarters have formulated the fol-
lowing regulations to govern the
treatment of rebel troops who
surrender themselves to the Na-
tional forces. The Political De-
partment has been instructed to
print these regulations in pam-
phlet form for distribution by
planes at the front.

Officers who lead their troops to
surrender will be promoted to one
rank higher and also given a
bonus, equivalent to a month's
pay.

Privates and non-commissioned
officers who surrender with their
arms and ammunition will be
given a reward of \$20 each.
Those who surrender without
arms and ammunition will be
given one month's pay.

Officers or men who surrender
with machine-guns will receive
\$500 for each piece. Those who
surrender with cannon, irrespec-
tive of rank, will be given a re-
ward of \$1,000 for each piece.—
Canton News Agency.

Other News.

Nanking, Yesterday.
On the eve of their departure
for the Lung-Hai front, the
officers of the newly-organised
first training division were given
a dinner by Chiang Kai-shek, the
guests including Messrs. Hu Han-
min and T. V. Soong and Madame
Chiang Kai-shek. The latter
presented gifts to each officer.

According to the new regula-
tions, any rebel officer who joins
the Government with his entire
command will be promoted one
rank, while cash awards will be
granted his soldiers individually.
Handbills announcing these re-
gulations are being distributed
by Government planes over the

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

May 2. June. June. May 2. June. June.

Fengyangkuan likin	\$0.90
T.P.R. likin .....	.18
S.N.R. likin .....	.36
Shanghai likin	07

In a recent letter to the *Norfolk China Daily News*, a correspondent sets out the taxation which he had to pay both in Tientsin and Shanghai on a carpet manufactured in Tientsin and sent to Shanghai. The value of the carpet was approximately \$800 and his taxes amounted to over \$60. This fact helps to throw light on the heavy liabilities from which the export trade of China suffers. It is, of course, an axiom in all countries that exports must pay for imports, but the present system is so far from encouraging exporters that the most serious difficulties are caused.

Total\$1.51
Percentage: Spring 7.5 per cent.
Autumn 6.1 per cent.

There are many districts quoted in the report but the foregoing statistics are sufficient to show that taxation on exports varies all over China according to the particular wants of the administration authorities in the various areas.

It is not possible to obtain the various taxes (illegal and otherwise) on the many other articles of export produce, for local foreign merchants do not actually know but it is a fact that the taxes

When the new Customs treaties between China and a number of the Powers were signed at the end of 1928, Dr. C. T. Wang, the Chinese Minister to the British Government, gave written assurance to the British Minister in China that the Chinese Government intended to abolish likin, coast trade duties and similar internal taxation on restricted trade. Some likin stations have been abolished, but the main attempt is to say that the Government intend to fulfil this pledge which is, of course, by the "most favourable"

are levied on about the same basis—varying according to the district and the position obtaining at the various periods.

Tsingtao Position.

A recent arrival from Tsingtao told the writer that thousands of tons of export produce are lying on the wharves and open spaces due to the complete inability of exporters to pay the illegal and unreasonable export taxes demanded. As much as eight per cent, is demanded in some cases, which on the articles concerned puts business with foreign countries out of

The Promised Abolition.
Thus we have been able to see

the question. There are many other mushroom taxes. Boarding house owners were recently visited by Chinese officials and compelled to pay a tax of ten cents a meal in respect of all boarders. Those boarding house keepers, however, who are protected by extraterritoriality are exempted from such taxes.

Some statistics which were provided for exporters of eggs—a very representative business at the present time—and the position thus exposed shows rather an alarming state of affairs, in so far as the tax and legal and otherwise—can be taken, in a general sense as far as percentages are concerned, to apply to all export commodities. In going through this document one sees that in addition to "legal taxes" there are numerous "obstructions" to successful business, the word "obstructions" is used invariably inasmuch as the exporter, or rather the Chinese middleman or dealer who supplies the

toriality, so far have been able to avoid these additional illegal taxes.

The General Position.

Referring to the general export position: as exchange place itself in a favourable position for export (as far as importation into foreign countries is concerned) so, of course, Chinese holders raise their asking prices. There is, however, nothing remarkable about this for it has always been the case, but it would seem that those authorities responsible for illegal taxation keep as close an eye on the exchange position as the Chinese merchants and levy according

It is also to be noted that the legal taxes vary according to

to the probabilities of the profit secured. The result is a natural consequence. Reference to our weekly produce reports for many months past will show that "nothing doing" has been reported in various forms. With the increased taxation, high cost of living for those in the producing and collecting centres, and the non-ending civil wars, Chinese producers who were formerly prosperous and in a comfortable position have gradually been squeezed out of business.

PROSPEROUS YEAR.

strict and what is more significant, vary according to the season, i. e., when produce is plentiful or otherwise. In other words provincial institutions levy illegal taxes according to the need for money at a given period.

The following are actual figures supplied by a reliable source:

Produce from Jaochow distributing centre: Value of eggs: Spring \$2 per 1,000, Autumn \$25 per 1,000.

Legal Taxes per 1,000.

Kukiang M. Customs	.....	\$0.40
Kukiang M. Customs Surtax	.....	0.05
Kukiang Wharfage	.....	0.05
Import duty	.....	25
Surtax	.....	1

Harland and Wolff Accounts.

Harland and Wolff's report for 1929 is the best that has been issued for some years, even though it shows that once again no return can be made on \$6,205,394 of preference and ordinary capital. When the interim report was published on October 10 last, it was pointed out that, in view of the large tonnage launched—the total for nine months was equal to the total for the whole of the year 1928—the profit for

Marriage	05
Total	\$1.16
Illegal Taxes per 1,000	
Skin and Export fee	\$1.40
Angse Provincial Government Surtax	05
Variable Surtax	00
Revenue Stamp	01
Angsa! Likin	97
Total	\$1.64
Percentage Levied. (Legal)	
Spring 5.5 per cent.	
Autumn 4.4 per cent.	
Percentage Levied. (Illegal),	
Spring 8.2 per cent.	

one year, would probably be about one-third larger, bringing the total up to \$800,000, more allowing for depreciation. Actually the profit was \$574,874, against \$454,855. The sum of \$374,000, an increase of \$50,000, is written off for depreciation, leaving a net profit of \$374,874, against \$204,355.

For the first time a profit and loss account is included, and this shows that the directors received no fees, and that the directors fees paid by subsidiary companies amount to only \$1,850. The dividend on the preference stock is first cumulative preference shares absorbs \$192,000, and \$115,615 is written off Investments,

Autumn 8.6 per cent.
Kutchen Centre.
In this district no legal taxes
able to be assessed but this is

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General Managers

leaving a balance of \$182,807 against \$107,558) to be carried forward.

Shipbuilding Output. Excluding the output from the yards of associated companies, the shipbuilding and engineering output was 145,230 gross tonnage and 17,730 horse power, against 101,786 and 119,165, respectively, in 1929. The latest year's output was, in fact, the highest for several years past. Already it is known that the output for the current year will be larger than for any of the last six years (with the exception of 1929, every year since 1923 being supplied, while output at Belfast being supplied, while work is also well supplied with work.

The importance of the concern cannot be seen from the statement that

Butcher Meat.		1930.	1918.	1914.		
		Cts.	Cts.	Cts.		
Beef	Sirloin	牛 尾	lb.	30	24	12
	Prime Cut	肉	"	30	28	11
	Corned	咸 牛 牛	"	—	23	12
	Roast	咸 肉 牛	"	30	24	22
	Braast	牛 牛	"	27	20	18
	Soup	牛 牛	"	24	20	18
	Steak	牛 牛	"	30	24	22
	Steak Sirloin	牛 牛	"	44	30	35
	Sausages	牛 牛	"	36	26	20
Bullock's	Brains	牛 牛	per set	15	10	12
	Tongue, fresh	牛 牛	each	65	50	60
	Tongue, corned	咸 牛 牛	"	—	60	—
	Head	牛 牛	"	1.40	—	1.20
	Heart	牛 牛	lb.	24	18	14
	Hump, Salt	牛 牛	"	30	20	18
	Feet	牛 牛	each	12	10	12
	Kidneys	牛 牛	"	15	10	12
	Tail	牛 牛	"	25	20	22
	Liver	牛 牛	lb.	24	13	14
	Tripe	牛 牛	"	10	6	7
Calves'	Head & Feet	牛 牛	set	1.20	1.00	1.00
Mutton	Chop	羊 羊	lb.	30	26	—
	Leg	羊 羊	"	30	26	—
	Shoulder	羊 羊	"	30	24	—
	Saddle	羊 羊	"	28	—	27
Pig's	Chillings	猪 猪	lb.	.80	—	.75
	Brains	猪 猪	Per set	8	—	12
	Feet	猪 猪	lb.	18	15	—
	Fry	猪 猪	"	28	15	18
	Head	猪 猪	"	18	20	—
	Heart	猪 猪	each	15	10	10
	Kidneys	猪 猪	"	13	10	3
	Liver	猪 猪	lb.	45	30	24
Pork	Chop	猪 猪	lb.	36	25	23
	Leg	猪 猪	"	36	—	—
	Loin	猪 猪	"	42	60	70
	Fat or Lard	猪 猪	"	22	21	—
Sheep's	Head & Feet	羊 羊	per set	50	60	70
	Heart	羊 羊	each	10	8	7
	Kidneys	羊 羊	"	15	12	10
	Liver	羊 羊	"	40	26	25
Suckling	Pigs, to order	羊 羊	lb.	25	25	22
Suet, Beef		牛 牛	"	30	20	18
	Mutton	牛 牛	"	28	26	26
Veal		牛 牛	"	30	20	20
	Sausages	牛 牛	"	28	—	—
	No. 1.		"	32	—	—

Poultry.		1930.	1918.	1914.
		Cts.	Cts.	Cts.
Ulicken	鴨	lb.	60	30
Capons, Small	鴨	"	48	28
Capons, Large	鴨	"	55	28
Duck	鴨	"	40	22
Doves	鳩	each	—	21
Eggs, Hen (cooking) ..	雞蛋	per doz.	40	18
Eggs, Hen (fresh) ..	新鮮雞蛋	"	55	25
Fowls, Canton	地雞	"	94	30
Fowls, Hainan	海南雞	"	45	35
Geese	鴨	"	48	24
Pigeons, Canton	鴿	each	50	80
"	鴿	"	38	28
Turkeys, Cock	火雞	lb.	75	—
Turkeys, Hen	火雞	"	60	61
Snipe	沙山鴉	"	30	—
Pheasant	沙山鴉	pair	1.30	—
Quail	鴉	each	32	—
Partridges	鴉	"	—	—

Fruits.				
Almonds	杏仁	lb.	64	35
Apples (California) ..	金山蘋果	"	22	24
Bananas (bride's) ..	金山香蕉	"	8	4
Carambola	楊桃	"	—	12
Coconuts	椰子	each	13	10
Lemons, China	檸檬	lb.	15	25
Lemons (American) ..	金山檸檬	each	10	8
Liches, Dried	荔枝干	lb.	40	25
Onagoes (Canton) ..	新會甜橙	"	18	—
Oranges	橙	"	25	15
Pears (Canton)	沙梨	"	18	—
Peanuts	花生	"	12	10
Persimmons, Large ..	紅柿	"	—	12
Plantain	蕉	"	5	8
Pumelo, Siam	暹羅柚	each	18	6
Walnuts	胡桃	lb.	16	16
Grapes	葡萄	"	—	—

Vegetables, &c.				
Asparagus	蘆筍	lb.	10	10
Beans	豆	"	—	—
Broccoli	花椰菜	lb.	10	10
Cauliflower	花椰菜	lb.	10	10
Celery	芹菜	lb.	10	10
Corn	玉米	lb.	10	10
Cucumbers	黃瓜	lb.	10	10
Eggplant	茄子	lb.	10	10
Kale	大芥	lb.	10	10
Leeks	韭菜	lb.	10	10
Lettuces	生菜	lb.	10	10
Onions	蔥	lb.	10	10
Potatoes	馬鈴薯	lb.	10	10
Spinach	菠菜	lb.	10	10
Sweet Potatoes	甘薯	lb.	10	10
Tomatoes	番茄	lb.	10	10
Turnips	蘿蔔	lb.	10	10
Watercress	豆瓣菜	lb.	10	10
Yam	山藥	lb.	10	10

Fish.			
Barbel	鮡	魚	lb. 36 16 24
Bream	鱖	魚	" 32 20 24
Canton Fresh Water Fish	名淡水魚		
Carp	鯉	魚	" 34 — —
Catfish	鰱	魚	" 32 13 16
Godfish	鱈	魚	" 30 10 27
Crabs	蟹		" 31 12 9
Cuttle Fish	魷	魚	" 36 16 17
Dab	鰽	魚	" 32 23 26
Dace	黃鰭魚		" 85 16 27
Dog Fish	魚肚		" 38 23 16
Eels, Conger	鰻		" 20 20 —
" Fresh-Water	黃鰭魚		" 32 10 8
Frogs	蛙		" 36 16 —
Garoupa	石斑	魚	" 75 26 30
Gudgeon	石斑	魚	" 65 32 26
Herrings	鱈	魚	" 34 40 30
Halibut	鱈	魚	" 30 22 18
Labrus	牙魚		" 31 13 23
Loach	鰍		" 84 18 15
Lobsters	龍蝦		" 60 32 18
Mackerel	青斑	魚	" 50 22 24
Monk Fish	鰻	魚	" 31 32 21
Mullet	鱸	魚	" 35 20 20
Oysters	蚌		" 32 13 2
Pacrot Fish	鰻	魚	" 40 12 2
Perch	公斑	魚	" 32 14 9
Pike	鱈	魚	" 32 20 15
Plaice	公斑	魚	" 35 16 9
Pomfret, White	花斑白魚		" 40 26 29
Pomfret, Black	花斑黑魚		" 46 36 30
Prawns	蝦		" 36 36 45
Ray	鰐		" 70 10 14
Rock Fish	石斑	魚	" 20 10 14
Roach	鰱	魚	" 35 13 18
Salmon	鮭	魚	" 35 22 10
Shark	馬沙	魚	" 45 88 30
Skate	馬沙	魚	" 21 8 10
Shrimps	龍蝦		" 20 10 10
Snapper	立鏡	魚	" 50 32 80
Soles	立鏡	魚	" 45 28 28
Tench	立鏡	魚	" 35 22 28
Turbot	立鏡	魚	" 32 26 65
Turtles, small, fr. water	左		" 32 18 12
			" 1.10 40 —

Artichokes	鴉麥	芝	each	10	2
Bean, Sprout	豆	芽	"	7	—
" Long	豆	長	"	8	—
Beet Root	甜菜	根	"	10	—
Bitter Squash	苦	瓜	"	8	24
Brinjals, Green	青	瓜	"	8	6 3
" Red	紅	瓜	"	6	5 3
Cabbage, Chinese	大	菜	"	8	—
" (Shanghai)	小	菜	"	12	12
Cane Shoots, bunch	藤	筍	"	10	—
Cauliflower (Large)	大	花	each	—	—
" (Medium)	中	花	"	—	—
" (Small)	細	花	"	—	6
Carrots	金	筍	lb.	6	5 6
Celery, Chinese	奧	菜	"	8	10 6
Chilies, Dried	辣	菜	"	30	25 6
" Red	紅	菜	"	25	10 10
" Green	青	菜	"	10	8 12
Curry Stuff, English	紅	料	"	10	8
Cucumbers	黃	瓜	"	8	2
Garlic	蒜	頭	"	10	6 6
Ginger, Young	紅	姜	"	14	7
" Old	老	姜	"	12	10
Horse-radish, Shanghai	老	姜	"	30	8 4
Indian Corn	粟	米	"	8	45
Lettuce	生	菜	"	6	1
Water Chestnuts	生	菜	"	3	— 8
" Mandarin	桂	菜	"	10	— 8
Mushrooms, Fresh	鮮	菜	"	—	8
Okrees	菜	干	"	1	10
Onions, Bombay	洋	葱	"	10	8 8
" Green	洋	葱	"	5	4 6
" Shanghai	上	海	"	6	6
Parsley	洋	菜	"	10	60 8
Potato, Sweet	日	薯	"	4	3
" Japanese	日	薯	"	4	3
" American	金	薯	"	—	8
Pumpkin	多	瓜	"	4	4 4
Radish	紅	菜	"	5	—
Rhubarb (Fresh)	大	菜	"	12	— 10
Shallots	小	菜	"	10	— 8
Spinach	菠	菜	"	6	8
Tomatoes	茄	菜	"	12	4
Taros	芋	菜	"	6	7
Turnips, Punt (Long)	洋	菜	"	6	5
Vegetable Marrow	瓠	菜	"	4	4
Water Cress	蔞	菜	"	4	6
Water Lily Root	蓮	根	"	5	15

the company paid in wages over \$2,750,000, in local rates \$58,451, and for health, unemployment insurance, and workmen's compensation \$107,698. It is explained that dividends were received from the company's steel and coal interests in Scotland, but on balance the subsidiary companies earned profits after deducting losses.

Balance Sheet Total Unchanged.

The total of the balance sheet is almost unchanged at \$16,879,717 but the fixed assets have fallen from \$14,876,612 to \$14,148,881, the difference being accounted for by the depreciation allowance plus new expenditure. The floating assets have increased from \$2,503,169 to \$2,730,836. The trade facilities the companies have been reduced from \$375,969 to \$237,098.

Sundry creditors, overdrafts, etc., have increased from \$2,231,655 to \$2,860,158. This increase, however, is fully accounted for by the fact that the receipts on account of work in progress in excess of expenditure have fallen from \$732,295 to \$371,901. On the other hand, the expenditure on work in progress in excess of receipts has risen from \$634,861 to \$1,204,476. Thus on account of receipts and expenditure on work in progress the company is having to finance 4980,000 more work than was the case a year ago, hence the cash has been reduced by \$4,980,000.

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past year rose by 1.32 million
kronor to 116.78 million kronor
(\$6.40 millions).

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TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, kitchen, bathroom, bath room, and water closets. Suitable for Europeans. Apply Clark & In, 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting of 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

SALE

UNION CHURCH, Kennedy Road.—Jumble Sale on Friday, May 9, at 2.30. Contributions of old clothing etc. thankfully received at Church Hall.

WANTED.

WANTED.—The United Directory of Canton, Hong Kong & Macao for the year 1930-1931 will be issued soon. Those who wish to advertise in the said Directory are requested to apply See Hing & Co., China Building.

TUITION

CANTONESE AND MANDARIN LANGUAGE and characters TAUGHT by Mr. SHIU. Special notes and books. Twenty-three years' experience. Rapid progress ensured. Special explanations in English given to beginners. Particular coaching in pronunciation. Terms moderate. First class references. Numerous successes at examinations. No. 10, Wyndham Street, Top Floor.

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MME. BARONELLI.—Special attention given to stout and stiff ladies who desire to regain their youthful figure. Special treatment given to elderly ladies for renewing the youthful appearance of the face. This treatment can be accomplished in six days. Peking Bldg., 27a, Nathan Road, Kowloon.

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GOVERNMENT NOTICES**PUBLIC WORKS DEPARTMENT.**

NO. S. 181.—IT IS HEREBY NOTIFIED that SEALED TENDERS in triplicate, which should be clearly marked "TENDER FOR QUARRY", will be received at the Colonial Secretary's Office until Noon of MONDAY, the 19th day of May, 1930, for the occupation for a period from 6th June, 1930 to 31st December, 1931, of the piece or parcel of ground at Ma Tau Kok and known as Kowloon Quarry Lot No. 3, containing about 4.15 acres, as shown coloured red on plan, signed by the Director of Public Works and dated 4th April, 1930, at an upset annual fee of \$1,200, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY,
Director of Public Works.
2nd May, 1930.

COMPANY MEETINGS**THE CANTON INSURANCE OFFICE, LTD.****NOTICE TO SHAREHOLDERS.**

THE FORTY-NINTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on **FRIDAY, the 16th May, 1930, at Noon**, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 2nd to the 16th May, 1930, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hong Kong, 25th April, 1930.

LAMMERT BROS.**AUCTIONEERS, APPRAISERS AND SURVEYORS.****Public Auctions.**

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 9th May, 1930
commencing at 2.30 p.m.,
at their Sales Room,
Duddell Street.

A Large Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Teak and Glass Cabinets, Glass Bookcases, Cottage Pianos, Gramophones, Records, Desks, Chest-drawers, Dining Tables, Dining Chairs, Dinner Waggon, Dinner Crockery, Glass Ware, Electric Trunks, Electric Table Lamps, Pictures, Carpets, Water Colours, Curios, etc., etc.

Teak and Iron Bedsteads with mattresses, Teak Double Wardrobes, with Mirrors, Chests of Drawers, Dressing tables, Toilet Crockery, Linen, Curtains, Washstands, Hatstands, etc., etc.

Teak Dining Tables, Dining Chairs, Ice Chests, Teak Slideboards, Dinner Waggon, Dinner Crockery, Glass Ware, Electric Tables Fans, Ceiling Fans, Vases, Cameras, Violin, Mandoline, Sewing Machine, Books, etc., etc.

Also
1 Keltinator
2 New Carpets
7 Rugs
and
A Quantity of
BLACKWOOD FURNITURE

including:—
Joss Tables, Chairs, Jardinieres, Cabinets, Teapots, Opium Stools, Overmantel, etc., etc.
On View from **THURSDAY, the 8th May, 1930.**

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hong Kong 6th May, 1930.

MATERNITY AGE.**Differences of Opinion in Court.****44 OR OVER?**

The question as to whether a woman can become a mother at the age of 44 was raised at the Kowloon Magistracy yesterday afternoon.

Mr. T. S. Whyte-Smith expressed the opinion that it was quite possible, but Mr. A. R. Covey contended that it was most improbable.

The case was one arising out of the alleged sale of a 12-year-old Chinese girl, and three Chinese, two men and a woman, were charged with having taken part in the transaction.

The two men were represented by Mr. A. R. Covey and Mr. C. E. L. Grist, respectively. Mr. H. R. Butters, of the S.C.A., prosecuted. The fact of the case having already been published in the *China Mail*, the allegation against the accused was that one of them sold the girl to another for \$140, and the latter resold her to the remaining accused for \$175.

One of the witnesses was a woman who gave her age as 30 and who claimed to be the girl's sister, but Mr. Covey was of the opinion that she could not be anything under 36. Doubt was raised, therefore, as to whether the witness was in fact the girl's mother or sister.

Mr. Covey commented that it was important that the girl's mother be produced—she might be 60 or even 80 years of age. Calculating the alleged sister's true age as 36, Mr. Covey said that from this deduction, the mother, at the youngest, would be 63 when the girl was born 12 years ago. That was a most unlikely event.

The mother was brought before the Magistracy. She gave her present age as 57, and said that she was 44 when the girl was born. This would mean, if one accepted the alleged sister's age as 30, that the mother must have given birth to her at the tender age of 14.

The second male accused, Mr. Grist said, had adopted the girl as a daughter. Except for his own statement, there was no evidence against him. The girl had stated that she was well treated at this man's house, where she had done the same domestic work to which she was accustomed at her sister's house.

At the close of the case, the Magistrate reserved judgment until Tuesday afternoon.

WHITE GUARDS.**Evacuation of Three Rivers.**

Harbin, April 15.
According to reports from the station of Buhedu, the White Guards armed detachments, roving in the Three Rivers District, completed their sudden evacuation into the Region of the Taonan-Tsitsikar Railway.

The movement was effected in strict secrecy and the first advice about it were received from the employees of the East Hamlin Timber Company, who escaped being seized by the White rebels.

Informed sources define the total strength of those White detachments in the figure of 800 men, who from a military point of view continue to represent quite an efficient cavalry unit.

It is affirmed here that the removal of the white Russian rebel force to the Taonan District was made by order of the so-called "Ataman" Semenov, who, as local reports say, is residing now in Tientsin where he has formed a kind of military staff from his command in Trans-Baikal during the intervention period.

The White cavalrymen have come to the station of the Taonan-Tsitsikar Railway on horse-back in regular order in ranks.—Angasta.

UNCLAIMED TELEGRAMS.**THE GREAT NORTHERN TELEGRAPH CO. LTD. OF DENMARK.**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Towel, from Shanghai.
Gathwong, from Jeannette, Penn.

E. V. JESSEN,
Superintendent.
Hong Kong, May 7, 1930.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Mrs. Henry Wel, 28, D'Aguiar Street, from Shanghai.

Tickantwo, from Culiacan Sin.
Robert Morrison, Passenger, Mantua, from Tumpat, Kelantan.

E. LACE,
Superintendent.
Hong Kong, May 1, 1930.

ERRATIC EVIDENCE.**Identification Parade Forestalled?****DEVELOPMENTS IN MURDER TRIAL.**

The principal witness for the Crown, in the murder trial of three Chinese at the Criminal Sessions, who are alleged to have caused the death of a Buddhist priest at No. 3 Sha Po Road, on February 15, was closely examined by Mr. F. C. Jenkin yesterday afternoon.

This witness, a girl of 15 years of age, was said to be on the premises at the time when the alleged crime was committed. Before rising to cross-examine her, Counsel for the defence said that the task before him was very distasteful, but he could not shirk it as he had a duty to perform.

Mr. Jenkin then questioned the girl at great length, and in the course of her reply she admitted many discrepancies in her statement given at the Magistracy, and the one given before the Higher Court. Speaking about the identification parade, she said that she knew that Uncle Yeung Chan (a man who was at first arrested by the Police and subsequently discharged) would be at the parade and that he would be standing fourth in the row of men. Pressed as to how she knew this, witness gave evasive replies, and notwithstanding Mr. Jenkin's warning that he would have to use other method, she remained adamant. She said that she walked up and down the row of men many times and admitted that she did not identify the first accused until he was brought before the Magistrate.

Police Contradicted.
Witness also admitted that after she had freed herself, and before making the report to the Police, she had taken the till in which the murdered man kept his petty cash, and also her own savings in a tin to the back cubicle, where she tied them up with a handkerchief. It was not true that the Police had found the parcel in the cubicle, because she herself took it to the Police Station.
His Lordship then adjourned the case until Monday so as to enable the defence to conduct its case without a break.

STARVING DOCTORS**A Bitter Austrian Comedy.**

Vienna, April 2.
Dr. Karl Schoenherr, the Tyrolean dramatist, has written a comedy called "Herr Doktor, haben Sie etwas zu essen?" In this play, which the Burgtheater has successfully produced, the misery of the doctor's life is shown in a large number of revue-like scenes on a quartered stage, the various conversations and events going on in quasi-simultaneous fashion.

We see a number of doctors competing desperately with one another in the struggle for existence, all hunting for a sure, salaried position which the least capable but best-connected man usually gets, and living miserably on cheap sausage and crusts of cheese. We are shown a wretched and browbeaten young medical student, and, on the other hand, quacks who acquire heaps of money. A woman is introduced to whom crowds of patients make pilgrimages for all kinds of cures. The audience found in her some analogy with the "Miracle Doctor" of Galsbach.

All the doctors, however, are fanatically anxious to help ailing humanity; they would not change their profession for the world, and the comedy culminates with a scene showing the solemn graduation of young doctors.

STANDARD TIMES**Sunrise and Sunset in Colony**

Sunrise and Sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich) are as follow:—

	Sunrise	Sunset
May	a.m.	p.m.
1	5.47	6.53
8	5.47	6.53
9	5.46	6.54
10	5.46	6.54
11	5.45	6.54
12	5.44	6.55
13	5.44	6.55
14	5.43	6.55
15	5.43	6.56
16	5.42	6.56
17	5.42	6.57
18	5.42	6.57
19	5.42	6.57
20	5.41	6.58
21	5.41	6.59
22	5.41	6.59
23	5.41	7.00
24	5.40	7.00
25	5.40	7.00
26	5.40	7.01
27	5.40	7.01
28	5.39	7.02
29	5.39	7.02
30	5.39	7.03
31	5.39	7.03

AN INCORRIGIBLE.**Hyndman Gets Jail Term for Theft.****WATCHES HIS UNDOING.**

An incorrigible offender, E. V. Hyndman was sentenced to three months imprisonment with hard labour by Magistrate C. G. O. Anderson in the British Police Court on April 29 when charged by the Shanghai municipal police with numerous thefts of watches and jewellery.

Originally arrested for the theft of a watch from a pawnshop at 130 Tiendong road, accused found himself facing a number of similar offences, to all of which he pleaded guilty. In giving judgment therefore, the Magistrate ordered that a sum of \$26 found on the person of the accused at the time of arrest be apportioned proportionately among the various complainants, the Police being delegated with that responsibility.

Evidence was produced by the prosecution to show that on April 18 the accused entered the Tiendong road pawnshop carrying with him a mah jongg set. He asked to be shown a gold watch of the value of \$30, and when it was placed in his hands he ran out of the shop, leaving the mah jongg set behind. During his flight however, his pocket book dropped from his pocket, out of which the Police gathered sufficient material to effect his arrest and prefer the additional charges.

DRUG SCANDAL.**Discovery by Egyptian Police.**

Cairo, April 12.
Notwithstanding the repeated closing of the channels of supply and the elimination of narcotic traders, which has recently been on a far-reaching scale, the nefarious drug traffic with Egypt continues actively, as is proved by evidence reaching the authorities almost daily.

I understand that the Egyptian police, whose vigilance and success in connection with the anti-narcotic campaign have been remarkable, now have in hand a further case of international trading which promises even more sensational revelations and ramifications with the traffic with Central Europe than those made at a recent meeting of the Opium Committee of the League at Geneva.—The Observer.

**Dizziness and Headache****Are Not Woman's Fate.**

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A serious complaint by the Chinese Customs as to the alarming growth of smuggling from Hong Kong to Kwangtung ports is reported in the *OVERLAND CHINA MAIL*. The Customs add that unless some improvement in the situation can be effected, steps must be taken to tighten up the preventive system on vessels sailing out of Hong Kong.

The gruesome murder of a Buddhist priest in Kowloon, and the vital importance of two teeth found in the man's flat, form the subject of an interesting trial, which is fully reported in the *OVERLAND CHINA MAIL*. In the course of cross-examination, Mr. Jenkin, who appears for the defence, made some startling suggestions of laxity in Police methods.

Defalcations to a very considerable extent, by the late secretary of the Humphreys Estate and Finance Company, Ltd., were referred to at the annual meeting of shareholders. A sum of \$135,000, it was said, had been set aside to a special reserve for defalcations, besides an *ex gratia* payment of \$15,000 by the Directors of the Managing Company. A full account appears in the *OVERLAND CHINA MAIL*.

Confusion and comment arising out of the change-over from manual to automatic telephones was general during the first day or two's working of the new system. The difficulties met with by the Telephone Company are tersely dealt with in the *OVERLAND CHINA MAIL*.

In Northern China, Yen Hsi-shan, the "mystery man" has at last definitely thrown in his lot with Feng Yu-shiang and Wang Ching-wel. The three have issued a manifesto in which Wang is appointed head of a new "government" to be established in Peking, with Yen as his chief co-adjutant, and Feng as the military leader. Marshal Chiang Kai-shek, at Nanking, is reported to be planning an extensive campaign to put down this movement. Full dispatches appear in the *OVERLAND CHINA MAIL*.

OVERLAND CHINA MAIL sport experts, as usual, contribute special features, this week's issue containing a full account of the opening of the local lawn bowls season, and also descriptions and results of the Hong Kong Military Areas, St. Joseph's College, and Sacred Heart School sports, besides the usual tennis, cricket, and football articles.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL*—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in all parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

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For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

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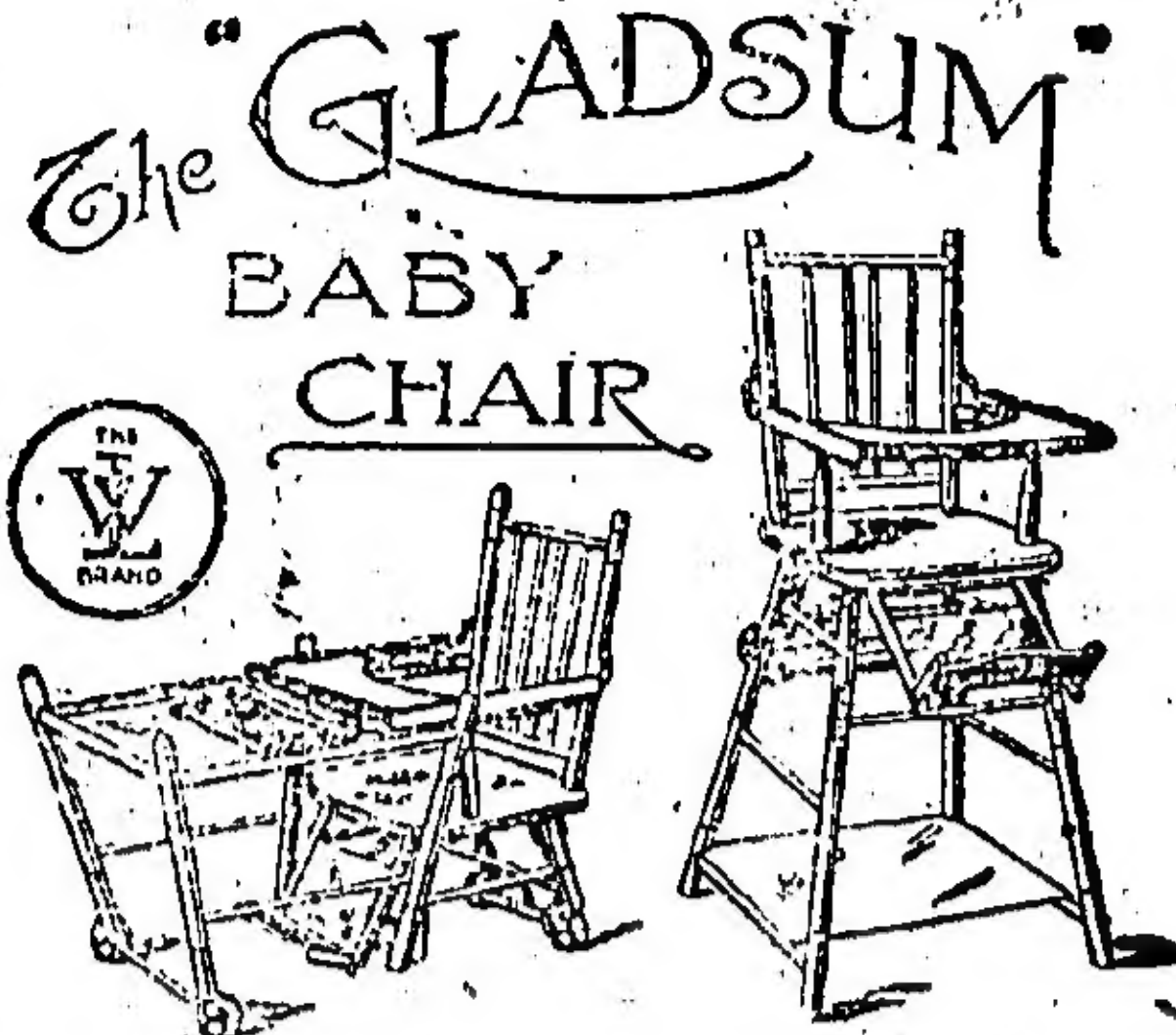
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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office 20022.
Editorial Department 24041.
Cable Address—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.
London Office: The Far Eastern Advertising Agency (London), Ltd., 38-39, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, May 8, 1930.

Where Danger Lurks.

The attention of the British Foreign Office is at the moment principally directed toward India. It has been so occupied for the last six months, or even, perhaps, for the last year. It is conceivable that a few apparently insignificant incidents in other parts of the world may escape its regard. It is difficult, even for a Government, to observe every event outside its territory and to attach importance to it. That is one of the disadvantages of having so large a spread an Empire. Nevertheless, concealed by the clouds of civil war in China, the doubtful haze of Naval agreements in the West, and the noise of the disturbances in India, activities are going on which may in the course of time prove to be an even greater menace than affairs which now seem so all-important.

Politically, India is in an unfortunate position on the map. On the North West Frontier she is hemmed in by Afghanistan, with its lawless bands of tribesmen, and on the North East it verges on Nepal, an independent State. Nepal is one of the keys to India which is often overlooked by both military and political writers. Its peoples are of Mongolian descent and have much in common with the Tibetans, yet for the last six months war between the two countries has been progressing in spasms. Agents of the Third International in Moscow have been agitating the people of Tibet. They have obtained a commanding influence over the Dalai Lama, impressed on him the dangers which threaten Tibet from Britain, and suggested the desirability of

securing Russian protection and even of making a treaty with the Soviet Government with a view to possible concessions. The Dalai Lama, inspired by the Soviet, has taken steps to bring on a crisis by provoking Britain. He feels sure not only of Russian support, but of the support of China and the revolutionaries of India. It is suspected, although it has been denied, that a treaty is in draft under which Russia shall assume the suzerainty of Tibet. It is known that arms have been imported into Lhasa from Russia.

The British and Russian Convention of 1907 determined the following conditions with respect to Tibet—the recognition of the suzerain rights of China and the territorial and administrative integrity of the country; that no official representative at Lhasa should be appointed either by Britain or Russia, and that no concession for railways, mines, etc., should be sought by either Power. It will thus be seen that any attempt by the Soviet to obtain concessions in Tibet will be a flagrant breach of the convention. We may also rely on the integrity of the present Marajah of Nepal, whose loyalty toward the British Crown cannot be doubted.

In regard to China's part in the Tibetan war with Nepal, it will be recalled that in 1909 similar operations occurred. Chinese troops were sent to operate on the Szechuen frontier against certain "insurgent" lamas, whom they handled severely. When the Dalai Lama attempted to give orders that they should cease, the Chinese disputed his authority and Chinese troops invaded the city. The British Government, in view of the apparent intention of China to establish effective suzerainty in Tibet, drew the attention of the Government at Peking to the necessity of strictly observing its treaty obligations, and especially pointing out that the integrity of the frontier States of Nepal, Bhutan, and Sikkim must be respected.

The present Government of China, it is clear, apparently is in need of a similar reminder.

News in Brief.

The forthcoming wedding is announced of Vivian Alfred Shaw, of No. 2 Third Lane, Tai Hang, Causeway Bay, to Jenny Ely of the same address.

For using threatening and abusive language toward a Chinese Police Constable in uniform while on duty, a Chinese was at the Kowloon Magistracy this morning fined \$5 with the alternative of seven days' jail.

Fines totalling \$17, were imposed on the occupier of 723, Nathan Road, at the Kowloon Magistracy this morning, in connection with two summonses concerning defendant's dogs, which had no muzzles and no licences.

With three previous convictions registered against him, a Chinese, who could not give a satisfactory explanation of the possession of an iron shackle, was at the Kowloon Magistracy this morning sentenced to three months' hard labour.

An unemployed Chinese, of Ko In, who stole some vegetables, mellons and chillies from a garden at Ma Tau Wai, was at the Kowloon Magistracy this morning sentenced to twelve weeks' hard labour.

Whilst working on the staircase of 23, Peking Road, Kowloon, yesterday afternoon, two Chinese, Leung Chau (46) and Lau Kam (23), were injured when the wooden door of the top floor suddenly came off its hinges and fell down on them. Both men were taken to the Kowloon Hospital.

CORRESPONDENCE

AUTOMATIC TELEPHONES.

[To the Editor of the "China Mail."] Sir,—Re the statement by an official of the Telephone Company giving an explanation regarding the faulty working of the new automatic system, my experiences with the telephones may be of interest to your readers.

On Monday last in the premises of the Chinese Club I made eight attempts to get in touch with a subscriber. There are two telephone instruments in the Club, and I used them both. In the case of the first instrument, the first three attempts to get through resulted in the dialling tone continuing its merry trill after I had finished dialling in the prescribed manner. The fourth try resulted in dead silence. The second instrument also gave me the dialling tone after I had finished spinning the dial around; the third try gave me the "Line Engaged" tone, while at the fourth attempt I heard the "Ringing Tone," but before I could get an answer from the subscriber called, some employee of the Telephone Company chipped in and told me the line was "engaged."

I then made my way to the offices of a friend, a professional man, to use his phone. Here, again, the results were disappointing. To forestall the charge that I might not have used the telephone correctly, I will say that I use one method only—the correct one. And it is also fair to say that during the last three days I have had calls put through properly, but this, of course, only shows that my dialling was in order but that there must be something radically wrong with the "phone system" since I used the same method of dialling throughout. As regards the statement that the "phone muddle" was caused by the Chinese element of the population "monkeying" with the new "phones," Mr. Sherry may be interested to learn that in Canton an automatic "phone system has been in operation for the past year without giving the least bit of trouble, and the installation was completed and put into use without any intimation to the public on the operation of the instruments apart from the usual instructions contained in the directory. Here in Hong Kong for weeks past half page displays have been appearing in the daily newspapers telling the public what to do and what not to do and so on, and still the thing does not work. Perhaps Mr. Sherry will be kind enough to explain why it is that in Canton the "monkeying" had no effect on the system there? Or, if he does not know, will he get in touch with our Chinese friends there and learn from them how to operate an automatic telephone system properly and efficiently?

And, lastly, perhaps the Telephone Company, through Mr. Sherry, may make the mouthpiece, will publicly make an apology to the Chinese for the gratuitous insult offered them in the statement that the telephone system was disorganised through the "monkeying" by Chinese subscribers and their employees?

Yours, etc.,
Y. S. CHEN.
Hong Kong, May 7.

MUI TSAI IN MALAYA.

Reference to Sir Cecil Clementi's Report.

NOT PERMITTED.

London, Yesterday. In the House of Commons at question time, Mr. Drummond Shiels said that a report received from the High Commissioner in Malaya (Sir Cecil Clementi) regarding Mui Tsai had satisfied Lord Passfield that no feature of this social custom was permitted in Malaya to which exception could be taken.—Reuter's American Service.

BURMA 'QUAKE.

Parts of Famous Pagodas Destroyed.

RICE MILL ENGULFED.

Rangoon, Yesterday. As a result of the earthquake, some of the railway bridges have collapsed, and train services are discontinued.

The golden tops and inlaid jewels of the two famous pagodas of Shwedagon in Rangoon and Shwemawdaw in Pegu have been destroyed.

A rice mill at Pegu has been completely engulfed; and a cinema collapsed during a performance, the bodies of the victims being still in process of being extricated.

Fire is smouldering in the ruins of the devastated part of Pegu, and it is feared that when it has been extinguished the death toll will be further swollen.

An unconfirmed report states that Thongwa island has disappeared.

Corrected Death Roll.

Rangoon, Later. Very exaggerated figures of the earthquake casualties have now been authoritatively corrected to four hundred killed at Pegu and over two hundred killed and injured at Rangoon.—Reuter.

[Thongwa is given in the maps as the name of two South Burma towns, one about 23 miles southwest of Rangoon.]

ELECTION AHEAD.

Surprise for Canadian M.P.'s.

TARIFF CHANGES.

Ottawa, Yesterday. In the course of a Budget debate in the House of Commons, Mr. Mackenzie King announced that a general election in Canada would be held in the autumn.

The announcement surprised the House, and was contained in a brief statement in reply to the Conservative opposition leader, Mr. Bennett, who moved an amendment involving a vote of non-confidence in the Government on the general ground of its alleged insincerity regarding the Budget tariff changes recently announced. Mr. Bennett asserted that Mr. Dunning's proposals were completely at variance with the Government's declared policies.

Mr. Mackenzie King replied that a Government armed with the people's mandate should represent Canada at the Imperial Economic Conference.

It is expected the election will be held late in August or early in September.—Reuter's American Service.



Mr. Mackenzie King.

ing a vote of non-confidence in the Government on the general ground of its alleged insincerity regarding the Budget tariff changes recently announced. Mr. Bennett asserted that Mr. Dunning's proposals were completely at variance with the Government's declared policies.

"NEW MONEY."

Detention of Customs Revenue.

DRASTIC ACTION.

Peking, Yesterday. Chu Ao-hsiang made a statement this evening regarding the detention of the Customs revenue at Tientsin.

He said it was "new money" at stake, namely the extra amount coming in as a result of the enforcement of the National tariff, which Mr. T. V. Soong would have found useful to pay troops and buy explosives. If he had secured his own loans thereon, it was his lookout.

Yen Hsi-shan, he said, was determined on drastic action, after a reasonable delay, in order to prevent these sums going to the Nationalist faction. Steps had been taken to convey the last warning to the Commissioner of Customs, and if the warning failed, the matter would be settled by other means.

Chu Ao-hsiang declared that the location of the Customs House on the French Concession would not be a cause of difficulty, but he did not think matters would come to pass necessitating police action. He had received categorical assurances that none of the "Legation" proposed to intervene in the matter, which strictly concerned only China.—Reuter.

GREAT TORNADO.

Baby Snatched from Mother's Arms.

ENORMOUS DAMAGE.

Dallas, Texas, Yesterday. At least forty-four people have been killed in tornadoes sweeping over a wide area in the central district as far south as San Antonio. It is probable that the death toll is higher, but the storm has destroyed the telegraphs.—Reuter's American Service.

Later Details.

Dallas, later. Hitherto twenty-eight identified and two unidentified bodies are reported from Frost (Navarro), also a negro baby snatched from its mother's arms by the wind. Flight out of a family of nine Mexicans were killed on a farm in Kennedy.

The tornado started at Waco, and swept northwards, cutting a path three hundred yards wide in parts of McLennan Hill and Navarro counties, wrecking farms, and also many buildings in the business district of Navarro.

A mechanic was killed at the corodrome in San Antonio. A farmer and his wife and three children were killed on a neighbouring farm.

The top floor of a school house was blown off but the pupils, who were below stairs, were unhurt. Fifty were injured in various parts, and a number hurt by flying glass, in Dallas.

It is now believed that seventy-three were killed and hundreds injured by the tornado, while immense damage has been done to property.—Reuter's American Service.

BUSH FIRES.

Hundreds Homeless in America.

New York, Yesterday. The bush and forest fires which have already rendered hundreds homeless still continue to cause alarm on the eastern seaboard.

The fires have been aggravated by a spell of dry weather, accompanied by high winds. Some of the conflagrations are now under control, but at least two new fires have started.

Matters are so bad in Massachusetts that the trout season has been declared closed, and every able-bodied man has been called out to fight the flames.

Conditions are worst in the vicinity of the Taconic mountains, but a number of fires are also damaging valuable forests in Maine.—Reuter's American Service.

AIR PAGEANT.

Woman Aviator Wins the Chief Event.

Air Vice-Admiral Sir Sefton Branker, Director of Civil Aviation, arrived for lunch in an air taxi from Hanworth at Reading's first air pageant at Woodley, near Reading, on the occasion of the opening of the club-house of the Herts, Bucks, and Oxfordshire Aero Club.

Four finalists—out of thirty competitors—took part in the Berkshire, Hertfordshire, and Oxfordshire private aeroplane race over a thirty-mile course, and Miss Winifred Spooner, the well-known woman aviator, was an easy winner.

Flight-Lieut. H. M. Schofield, who took part in the Schneider Cup Race, Flight-Lieut. F. W. Mackenzie, and other well-known flyers, took part in demonstrations.

Ten Years Ago

[From the "China Mail," May 8, 1920.]

To-day's dollar is worth 4/8 3/4d.

It is gratifying to find the Hong Kong Chamber of Commerce coming into line with the business men of other Crown Colonies on the vexed question of the Crown Agents and the monopoly they enjoy of Government business to the detriment of British firms. It was in 1907 that Hong Kong blocked the way to co-operation. The West India Committee had issued a circular. There was talk of rapprochement between Ceylon and Singapore to end the evil. But Hong Kong merchants for some inexplicable reason, declared in favour of the system.

The Committee of the Hong Kong General Chamber of Commerce is now in entire sympathy with the action by the Singapore Chamber in the matter of indentured labour, with a view to the Government allowing local firms the opportunity to compete for the business.

PERILS OF RIKISHA TRAFFIC.

GROWING DANGER IN SHANGHAI.

A CHINESE VIEW.

Hong Kong, apparently, is not alone in its rikisha traffic problem. "A Chinese" writing to the Sunday Times, says:

It is said in the Shanghai that a certain merchant named Chen Lee-ming, has recently sent an appeal to the National Ministry of Foreign Affairs, requesting the release of 5161 rikishas, the licences of which were withdrawn by the International Municipal Council in 1924, and now, for the relief of thousands of famine sufferers that the Chinese officials of the Ministry propose to the International Municipal Council authorities to restore the number of rikishas to 15,161 as formerly. The Ministry of Foreign Affairs has ordered Mr. S. K. Chen, the Chief of Staff of Foreign Affairs in Shanghai, to bring up the matter before the Municipal authority for an immediate settlement.

Simultaneously the Minister of Industry and Commercial and Labour has also sent a special deputy to Shanghai in connection with the matter.

Disadvantages.

Upon reading the above news, I would like the public and the authorities carefully to think over the proposition of increasing further the number of rikishas in Shanghai. Should the Municipal Authority favour the proposition and give back the held licences of some 5,000 rikishas, that might produce the worst disadvantages to traffic. Shanghai, since 1924 has had increased numbers of motor cars, buses, cargo trucks, trolleys and many other modern vehicles, and all of these would give no room for the rikishas to move freely on the roads. In the busiest parts of the town rikishas often stop the traffic and put the riders in danger.

Recent Rikisha Tragedies.

Two prominent instances lately happened in the Settlement involving two famous personages: one was an educationalist and the other was a doctor. Both of them were killed on the rikishas when the drivers wrongly made their way in front of motor cars. In looking at the present condition of the traffic in Shanghai, it evidently tells us that even the 10,000 working rikishas seemed not to have enough work to do for one can see rikishas parking at the sideways of every street waiting for engagement, and we know that the earnings of these rikisha coolies are very poor and limited. If this is the case, an increase in rikishas would probably kill their living; so the Shanghai Rikisha Union Labour Association sees this, and has advertised in today's Sinwappao declarations against the Municipal Authority to accept the said proposition of giving back the held-back licences of 5161 rikishas in due course.

Unsuitable Coolies.

Furthermore, these famine sufferers mentioned by the proposer in his statement, are the rural folks of Kiangpoh who are mostly ignorant and inexperienced with the driving work. Once they are put on the job of dragging rikishas, especially on the tracks of Shanghai, we really don't know what a confusion will be caused to the traffic, and the result must be serious to their own lives as well as the riders'.

TRAFFIC IN BOYS.

Produced before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on charges of kidnapping and harbouring two Chinese boys, of 11½, Canton Road, a Chinese named Cheung Fung was remanded for 48 hours, in Police custody.

Sub-Inspector Chester-Woods intimated that the prosecution are on the track of two others implicated in the case.

The two boys are still missing. In another case it was intimated by Det. Sgt. Meadows that the defendant (a woman) had been taken ill at the G.H. since her arrest.

A remand till Monday was accordingly granted. The woman is charged with kidnapping a Chinese boy, (3) from 248, Tai Nam Street, on April 30.

The question of air races, however, was discussed by the Society of British Aircraft Constructors, among whom the general feeling was in favour of a race on a formula drawn up with a view to elucidating certain qualities of the aircraft. The Royal Aero Club has decided to run such a contest concurrently with the King's Cup Air Race, instead of the usual handicapped based on reputed performance; and this is in accordance with the desires of manufacturers and designers.

ROUND THE CINEMAS

Ronald Colman in "Condemned."

FILM OF MANY THRILLS.

Michel Ronald Colman.
Madame Vidal Ann Harding.
Vidal Dudley Digges.
Jacques Louis Wolheim.
Pierre William Elmer.
Polis Albert Kinsley.
Vidal's Orderly William Vaughn.

Of the 49 talkies hitherto produced at the Queen's Theatre none is so full of thrills, suspense and pulsating sensations as "Condemned." True it is that "man's inhumanity to man" makes countless thousands mourn, but the bard who wrote that knew nothing of the appalling horrors of Devil's Island, the French penal settlement from which only one authentic case of escape has ever been recorded. Only on such an outcast island can "man's inhumanity to man" be pictured in grim reality. Not only is it a living grave—it is an incarnation of all the revolting iron, discipline and bestial cruelty toward men of varying degrees of criminality. The producer of "Condemned" has done more than produce what in film phraseology is term "colour"—he has invested the picture with an atmosphere calculated to shake civilization to its foundation and clamour for the total abolition of such places as Devil's Island no matter whose flag flies over them. Let criminals be punished by all means—as they sow so must they reap—but there ought to be a gap between discipline and brutality for brutality's sake.

It is not easy to dismiss the grim scenes in "Condemned" as "only a picture." One only marvels at the ease with which the actors and the chief actress enter into the spirit of the film. They all combine to make a triumph of their respective parts. Ronald Colman, it may be expected, is singled out not because of the prominence given to him by the producers in preliminary articles, but because his is a long and trying ordeal even for a film artist. Ann Harding, who comes from the legitimate stage to the talkies, wins the sympathy of all—and that, of course, implies that none other could fulfil her role with an equal measure of success. But honours must go to Dudley Digges, whose acting, invested the film with a sense of reality it could not otherwise possess.

"Condemned" is more than a fine talkie—it is a triumph for all concerned in any way, large or small, with its production.

CAMBIE MOSQUITO.

Eats All Other Mosquitoes.

[Extract from the minutes of a meeting of the Pan-Pacific Science Council in Honolulu. O. H. Swezey, entomologist, speaking.]

"This mosquito story has reference to the fact that we are attempting at present the introduction of a new mosquito to the Hawaiian Islands. This particular mosquito has a peculiar habit of eating other mosquitoes.

"There have been known in different parts of the world mosquitoes with this habit but not a great deal has been known about them nor much study given to them. A few months ago when Mr. Muir was here he stated to one of the prominent men in the Planters Association that something might be done with the experiment station entomologists travelling abroad in various parts of the world to give some attention to finding names of the mosquitoes. We have three well known mosquitoes here and every one of them is a nuisance. So Mr. Pemberton, one of the entomologists at the H.B.P.A. experiment station, working on other projects at New Guinea, found one of these so-called carnivorous mosquitoes, whose larvae, living in water holes where other mosquitoes breed and produce their wrigglers, feed upon the others and in that way helps to reduce the number of the detrimental mosquito.

"Whereas this mosquito has a bill in proportion to the size of the animal, it doesn't use it to bite people or suck blood. It normally feeds upon fruit juices. So Mr. Pemberton, having found this mosquito, made some observations and took advantage of an opportunity to send up a few of the larvae by a tramp steamer from New Britain Island where he was located. New Britain Island is off to the northeast from New Guinea and really a part of the territory of New Guinea. Recent geographic changes have resulted in New Guinea becoming considered as a territory including one other island besides the great island.

"So last Saturday this tramp steamer docked and we secured the mosquitoes. We had very little idea of what shape they would be in but what turned out to be about 49 larvae arrived alive—and we have those now trying to induce them to eat enough to become mature. From them we can get a

RATIONALISED WORKER.

A FINER AND MORE ALERT TYPE.

WOMAN'S CHANCE.

The physical aspects of rationalisation were discussed by Dr. C. Dellsie Burns at a conference of works directors, managers, foremen, and forewomen, held at Balliol College, Oxford.

He predicted that there would be a decrease in heavy labour, and the disappearance of the navy; less beer drinking and less bread eating. People would not be so sleepy, slow, worn-out, and exhausted. With the removal of a great deal of muscular work there would be a greater place in industry for women. In America rationalisation had already occurred in the kitchen. That would come to Britain, decreasing the labour of women in household and increasing their opportunities for intellectual activities.

"A young Durham miner," said Dr. Burns, "told me that if a young man of twenty-five or thirty wanted to get married he found that the girls would consent only on condition that they had no cooking to do for the night shift (as there were Thermos flasks), and that they had two evenings in the week for themselves. The young miner put this down to the education of the elementary school.

Mechanised Homes.

"A third thing which he said the girls demanded was that there should be no ornaments on the mantelpiece." (Laughter.) Rationalisation meant the mechanisation of domestic life. We should have a much finer type of man and woman among manual workers, less of the rough, heavy, sleeping type; a type, therefore, much more difficult to govern because much more highly strung, but much more amenable to reason because more alert.

Dr. Burns said that to be beneficial rationalisation depended on having a new sort of man and woman in management. "We want not a heavy, slow-witted, kindly old gentleman who drinks beer and eats a lot of bread and works it off in industry, but a more alert, agile person willing to make changes."

"Old Bills" Out of Place.

Another speaker, Major L. Urwick, dealing with employers, said the attitude of Old Bill, the imperturbable old soldier of Baines-lather's war-time cartoons, in so far as it represented a refusal to be rattled, was a priceless value, but part of it was lack of imagination and part a profound dislike of change. There might have been a "better" Old Bill, but it was clear that "Old Bill" would never have taken the action necessary to find it unless he had been blown into it.

Action was urgently necessary in British industry. For ten years we had had over a million unemployed and to-day were threatened with two millions. This barrage of misfortune was partly inevitably the result of circumstances outside our control, but it was not enough to make the best of the situation as it was. British industry, judging by its public utterances, was led and stifled by "Old Bills."

"Take the great employers' organisations, the bankers, and the politicians who are supposed to be dealing with these industrial questions. Isn't it true that the whole burden of their argument is to leave well alone? 'If you know a better 'ole go to it'—that is the universal motif of their song."

No "Hush Hush" Engines.

Sir Henry Fowler, chief mechanical engineer of the L.M.S. Railway Company, urged the breaking down of jealousy between firm and firm.

Dr. Northcott, the chairman, observing that he thought the conference was in sympathy with Sir Henry's point of view, asked, "But why do the L.M.S. and L.N.E.R. make us 'hush hush' engines?"

"The engines," replied Sir Henry, "are neither of them 'hush hush.' That term applies simply to the way in which the exhaust come out of the chimney. (Laughter.) Mr. Gresley (chief mechanical engineer of the L.N.E.R.) showed me the whole of his drawings and I did the same with mine."

stock to carry on the breeding and get this large mosquito established here. Possibly it will be a factor in helping to check the mosquitoes. The fact that we were able to take care of these mosquitoes is due to the mosquito research work of the Pan-Pacific Research Institution with Mr. Weirich and Mr. An's assistance supplying us with the mosquito wrigglers of the common variety to feed these others on. They are thriving. Just yesterday one of the mosquito wrigglers arrived at the puberty stage and matured, so we have one adult mosquito. It is a very small, beginning and Mr. Pemberton advised us it was a trial shipment and that he would send others later on if he is able to secure them."—Pan-Pacific Union Bulletin.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Function.

To-morrow—Tea and Dinner Dances at Peninsula Hotel, 5 and 3.30 p.m. respectively.

Entertainments.

To-day—Queen's Theatre, "Condemned."

To-day—Star Theatre, "Love."

To-day—World Theatre, "Big City," 5.15 and 9.20 p.m.

"Feng Yang Tiger" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre, "The Sunset Legion."

Sports.

See Special Sports Diary on page 8.

Home Mails.

To-day—Inward from U.S.A. and Europe via Siberia (Empress of Canada).

To-morrow—Inward from Europe via Suez (Khiva), from U.S.A. and ports (President Jackson).

Lanterns' Auction.

To-morrow—At Sales Room, Duddell Street, household furniture, 2.30 p.m.

Meetings.

To-day—Society for the Prevention of Cruelty to Animals, Messrs. Jardine's Board Room, 5.15 p.m.

May 16—Forty-ninth annual meeting of Canton Insurance Office, Ltd., Messrs. Jardine's Office, noon.

May 30—Union Insurance Society of Canton, Ltd., 11 a.m.; China Fire Insurance Co. Ltd., 11.15 a.m.; British Traders' Insurance Co. Ltd., 11.20 a.m. respectively.

Miscellaneous.

To-morrow—Union Church Annual Spring Jumble Sale, 2.30 p.m.

To-morrow—Arrival of H.E. Sir William Peel.

May 10—St. Paul's Institution Blessing of News-Chapel, 3.30 p.m.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:

6-8.30 p.m.—Children's Programme.

8.30-8 p.m.—Programme of H.M.V. & Victor Records by courtesy of Messrs. Moutrie & Company.

"Morning, Noon and Night in Vienna" (Supper).

Vienna Philharmonic Orchestra conducted by Professor Robert Heger.

"Don Carlos—O Don Fatato (Oh, Fatal Gift)" (Verdi).

"La Favorita—O Mi Fernando (Oh, Dearest Ferdinand)" (Donizetti).

Sigrid Onegin, Contralto with Orchestra.

"Sweetheart" (Strauss).

"Gipsy Love" (Lohar).

International Concert Orchestra.

"Night Winds" (Oscar Levant).

"Until Love Comes Along" (Oscar Levant).

Bobe Daniels, Soprano with Orchestra.

"A Keltic Lament" (Foulds).

"Valse Triste" (Sibelius).

Victor Olof Sextet, Instrumental Sextet.

"Spazio" (Once Over the Azure Fields) (Giordano).

"La Fanciulla del West—Cholla Mi Grade Libro (The Girl of the Golden West—Let Her Bekueve)" (Fucini).

Armand Tokatyan, Tenor with Orchestra.

"Ballad No. 3" (Chopin).

Bonne, Molselvitich: Pianoforte Solo.

"Peer Gyn" (Grieg).

Royal Opera Orchestra, Covent Garden, Guest.

Conductor—Eugene Goossens.

"Sergeant Flagg and Sergeant Quilt" (Low Klein-Billy Moll).

"I Can't Sleep in the Movies Any More" (Fields-Hall-Van Cleave).

The Happiness Boys (Billy Jones—Ernest Haro).

"Love Lies"—Selection.

"Five O'Clock Girl"—Selection.

New Mayfair Orchestra. (Massenet-Crawford).

"Souvenir" (Drell-Crawford).

Jesse Crawford, Wurlitzer Organ.

8-10.30 p.m.—Chinese Programme.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

GOVERNOR FREED.

No Blame for Killing a Man.

Based upon the finding of the Department of Public Prosecution, the Minister of Interior, Bangkok, issued an order waiving all responsibilities against Phra Rajayati, Rajasha, governor of Changvat Samud Songgram, in shooting to death recently a non-commissioned officer at a war fair.

A special committee was appointed to make an inquiry into the incident following which the report of

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Hong Kong, 8th May, 1930.

RECEPTION ON THE ARRIVAL OF H.E. SIR WM. PEEL, K.B.E.

OFFICIAL WELCOME AND PRESENTATION OF ADDRESS.

INFORMATION has now been officially received in the Colony that H.E. Sir WM. PEEL, K.B.E., will arrive in this Colony on FRIDAY morning, the 9th instant.

Instead of Thursday morning, the 8th instant, as previously intimated.

The arrangements and times as previously published for the 8th instant will stand for the 9th instant, the day only being changed.

ARRIVAL OF H.E. SIR WILLIAM PEEL.

ON H.E. SIR WILLIAM PEEL leaving Queen's Pier he will, accompanied by H.E. The Officer Administering the Government and party, proceed in motor cars in a westerly direction down Connaught Road Central and Connaught Road West. At Shek Tong Tsui he will turn up Hill Road and thence by Queen's Road West and Queen's Road Central to the City Hall, where the public address will be presented.

It is hoped that occupiers of premises adjoining the route taken, will make a suitable display of flags and bunting.

RECEPTION ON THE ARRIVAL OF H.E. SIR WILLIAM PEEL, K.B.E.

OFFICIAL WELCOME AND PRESENTATION OF ADDRESS.

AT A PUBLIC MEETING held at the City Hall on FRIDAY, the 4th April, it was decided to present H.E. Sir WILLIAM PEEL, K.B.E., with an Address of WELCOME on his arrival in this Colony, which will be during the morning of the 9th May next.

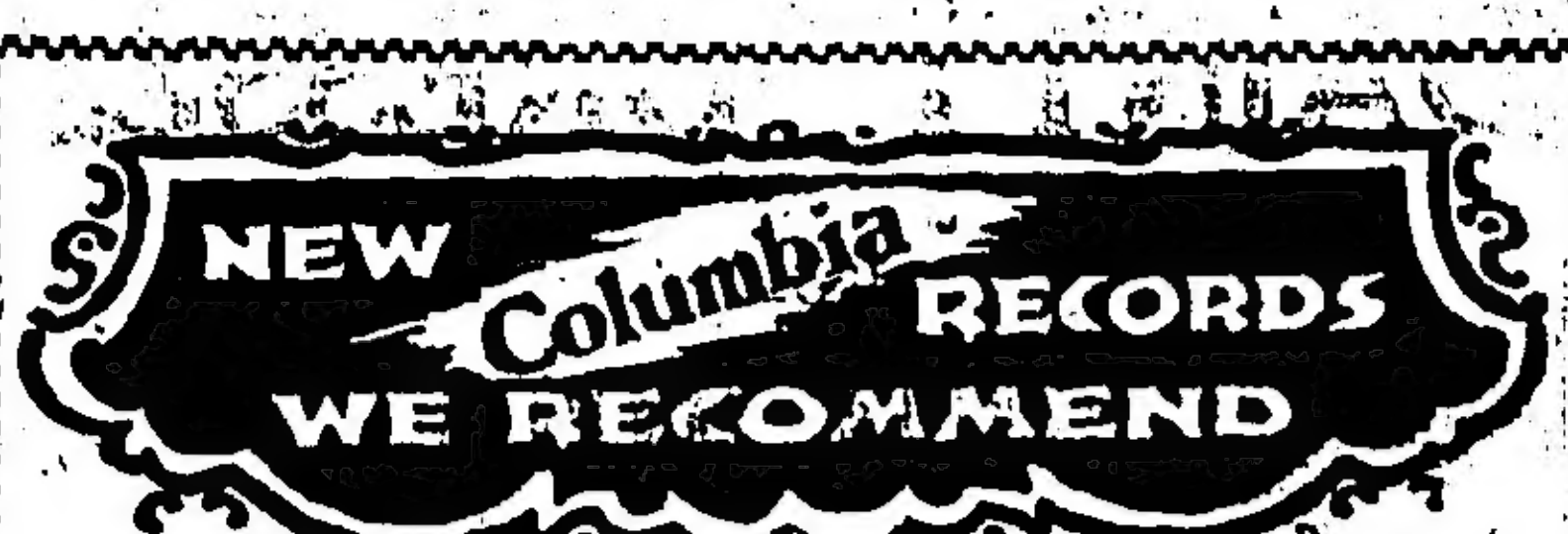
At the same Public Meeting it was decided that the whole of the Theatre Royal should be thrown open to the public without charge save only that the stage be reserved for the Reception Committee, Members of the Executive and Legislative Councils, Representatives of the Navy, Army and Air Forces and the Heads of Public Departments, the first two rows of the stalls for the Consular Body and their wives and the representatives of the Churches, also the first two rows of the dress circle for ladies.

It is hoped that as many residents of the Colony as possible will attend this Public Meeting at the Theatre Royal, and thus give a practical demonstration of the support of the Colony to its new Governor.

This committee was submitted to the Department of Public Prosecution to study whether the official action justified the situation. The department's final report was that no responsibility could be taken by Phra Rajayati who was acting in the course of his duty.

The governor, it will be recalled, went to a religious fair at a monastery, having been informed that there was going to be a disturbance at the occasion. In the course of rounding up the suspicious characters following the expected affray, a man intervened so as to prevent the authorities from making arrests. The Governor approached the group to enquire what the matter was whereupon the person mentioned drew out a firearm. Phra Rajayati, it appeared, was quicker on the draw and shot the man dead. It was later discovered that the man who was shot was a non-commissioned police officer of the neighbouring district. He came to the fair in plain clothes.

—Bangkok Daily Mail.



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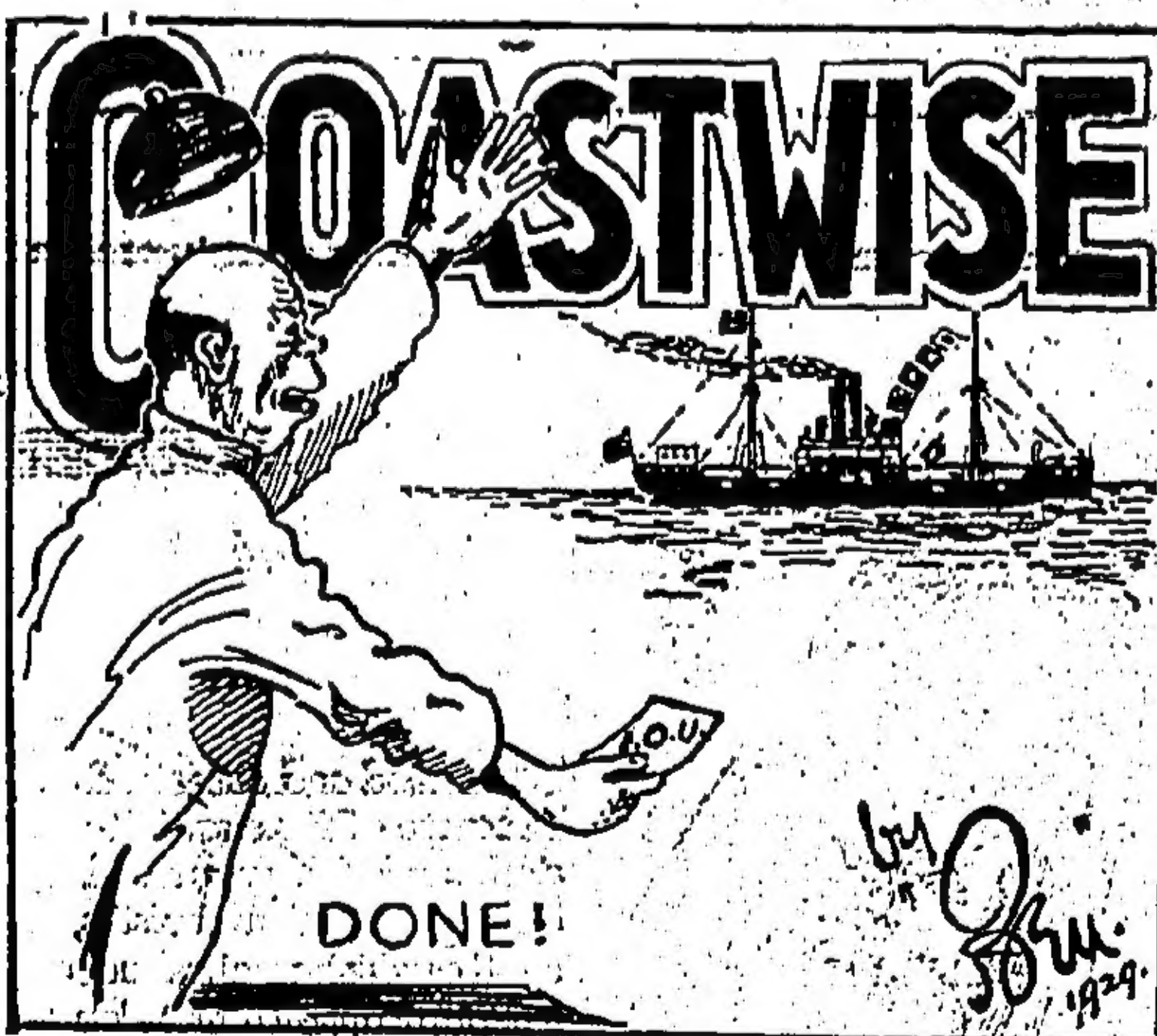
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Sport Columns

TOURISTS IN TROUBLE
AT LEYTON.WOODFULL BOWLED.
TEAM DISMISSED FOR ONLY
156 RUNS.

London, Yesterday.
A tricky wicket at Leyton provided a very interesting day's play. The Leyton ground is usually the home of tall scoring cricket, as four matches in last season's programme will indicate. In four matches on the Leyton ground 4,260 runs were scored for the loss of only 106 wickets. To-day, however, the wicket was of such trickiness that the strong Australian batting side were dismissed for 156 runs.

The tourists opened with W. M. Woodfull and W. H. Ponsford, but met with an early reverse when in the third over of the day, Woodfull, "the unbowled" had his balls dislodged by a fast low-keeping ball from Palmer. This is the second time during the present tour that Woodfull has been bowled. The previous occasion was when in the first practice game at Lord's, A. Fairfax knocked him off stump out of the ground.

Nine runs for one wicket, and that wicket Woodfull's, was a startling opening to the game, but as the result of a partnership between Ponsford and Alan Kippax, 67 runs were added for the second wicket, the score board showing at the luncheon interval 66-2-39. In making 39 runs Ponsford took an hour and forty-five minutes, showing extreme caution after seeing his captain bowled.

Kippax carried on the good work, but lacked support from his colleagues, who were unable to play the bowling of Palmer with any degree of confidence. Through this lack of confidence the Australians lost their advantage of 66-2, and the remaining batsmen were dismissed for 90 runs.

Alan Kippax, proving the backbone of the side, made 57 runs in a patient innings which lasted two hours and a quarter. Amongst his best hits were included three 4's.

H. J. Palmer, a young fast bowler, took five of the tourists' wickets for 40 runs.

Palmer played only once for Essex last season and on the Leyton ground took five Worcestershire wickets for 97 runs. Essex would well be advised to keep an eye on this youth and endeavour to induce him to play more often for the county.

At the close of play Essex were 113 runs behind with seven wickets outstanding—Reuter.

Scores:
Australians: 156
A. F. Kippax 57, W. H. Ponsford 39, H. J. Palmer 6-40.
Essex: 43-3.

Races for high-speed land aeroplanes of the Aerial Derby type have declined, and the Schneider Maritime Trophy is now the great speed-research occasion. But the United States will hold a high-speed land aeroplane race this year, and this is apparently leading to a revival of the contrivance for dropping the landing carriage after the start, in order to save air resistance. Many accidents were caused by these experiments a few years ago.

Our Sports Diary

LOCAL

Tennis—May 10—Tennis League commences.—Division "A"—H.K.C.C. v. C.R.C.; S.C.A.A. v. I.R.C.; M.B.K. v. K.C.C.; Division "B"—C.R.C. v. N.C.; H.K.C.C. v. C.S.C.C.; U.S.R.C. v. H.K.U.T.C.; E.Y.M.C.A. v. I.R.C.; K.C.C. v. C.C.C.; Division "C"—C.S.C.C. v. H.K.C.C.; C.T.C. v. F.C.; K.C.C. v. C.R.C.; Club de Reunion v. I.R.C.; H.K.U.T.C. v. K.I.T.C.

May 12—K.C.C. tournament commences.
Rifle Shooting—May 30—Distribution of Prizes, Volunteer Headquarters.
Racing—May 17—Extra Race Meeting.

Lawn Bowls—May 10—Taikoo R.C. v. Police R.C.; C.C.C. v. Kowloon C.C.; K.B.G.C. v. K.D.R.C.; Club de Reunion v. C.S.C.C.; Division II—C.S.C.C. v. Taikoo R.C.; Yacht Club v. Club de Reunion; K.C.C. v. K.B.G.C.; Electric R.C. v. C.C.C.

May 10—Entries for Open Singles Championship close.
Water Polo—May 10—Entries close for League, 6 p.m.

HOME

Golf—To-day & To-morrow—British Professional Championship, Southport.
May 12-16—British Ladies' Open Championship, Formby.
May 15—Walker Cup—Great Britain v. America, St. George's Golf Club.
May 23-24—England v. Scotland, St. Andrew's.
May 26-31—Amateur Championship, St. Andrew's.
Racing—May 13—Chester Cup.
May 17—Jubilee Handicap, Kempton Park.
Cricket—May 17-19—M.C.C. v. Australians, Lord's.
May 31-June 3—Test Trial Match, England v. The Rest, Lord's.

TENNIS.

Players for First League Matches.

The following have been selected to represent the K.C.C. in their League fixtures on Saturday:

"A" Division.
Versus M.B.K. on the M.B.K. courts at 4 p.m.:
E. C. Fincher (Captain) and E. F. Fincher; Thomas Lay and A. E. Guest; W. Hyde and G. Boedker.

"B" Division.
Versus the Craigengower Cricket Club, home ground at 4 p.m.:
L. Jack (Captain) and R. B. Hambley; F. Grose and J. Mackintosh; Wm. Gittins and A. T. Lee.

"C" Division.
Versus the C.R.C. on the K.C.C. ground at 4 p.m.:
W. Brown (Captain) and N. Mackay; F. L. Zimmerman and D. Loring; Geo. Lee and G. Hedley.

The following have been selected to represent the Craigengower Cricket Club in their League fixture against the Kowloon Cricket Club on Saturday:
Henry J. Howard, Joseph W. Leonard, William J. Howard, Arthur B. Hanson, Armin Kitchell and George Lia.



(Left to right) F. W. Kemp, W. H. Ponsford, and D. C. Campbell, British players who eliminated R. P. Holden and R. M. E. H. in the National Doubles Racquet matches at Philadelphia.

WHEATCROFT DOWN AGAIN.

BUSY BEE WINS SHANGHAI CHAMPIONS.

RECORD TIME PUT UP.

Wheatcroft, a big fancy for the Shanghai Champions, failed again yesterday, when Busy Bee (Bowling up) won comfortably by three lengths. The time, 2 mins. 32.2/5 secs., was a record.

According to a Reuter message, a sensation was caused by the last minute suspension of Mr. Victor Haimovitch, who was to have ridden Busy Bee. It is alleged that he asked Doctor Edgar, who held the big sweep ticket on the pony, to sell him a tenth interest. Dr. Edgar is reported to have refused, and to have reported the rider to the Stewards, who suspended him indefinitely.

Dr. Edgar is further said to have argued that he was afraid that Mr. Haimovitch would not ride at his best.

Sweep Winners.

The winning numbers in the "A" sweep were Busy Bee 98543. Wheatcroft 9454, Alligator 13910.

In the "B" sweep the numbers were 269, 37805, and 48573.

The winning ticket of the Powhattan Sweep was sold in Hong Kong. There were two ponies drawn by ticket holders in the Colony, these being, No. 10554, Busy Bee, and 3661, Debit Balance. Debit Balance did not start in the race.

The China Mail is indebted to the Hong Kong Club for the following details of the races:—

The Yangtze Cup.
Eve's Election Eve 1
(Mr. Haimovitch)
Day's Wedding Eve (Mr. Dallas) 2
Robson's The Crafty Bird 3
Time: 2 mins. 54/5 secs.

The Hart Legacy Cup.
Toeg's Nth 1
(Mr. Pote-Hunt)
We Two's Oh Kay 2
(Mr. Dallas)
Day's Poppyland 3
Time: 55/5 secs.

The Racing Stakes.
Mr. and Mrs. A. V. White's Merry Dancer 1
(Mr. Collaco)
Black's Navigation (Mr. Noddy) 2
W. H. & Hunt's Honan 3
(Mr. Maitland)
Time: 2 mins. 52/5 secs.

The Rubicon Plate.
We Two's Mister Cinders 1
(Mr. Haimovitch)
Liddell & Purrell's Drury Lane 2
(Mr. Dallas)
Cire's Waylight 3
(Mr. Moller)
Time: 2 mins. 41 secs.

The Dainty Scramble.
M. & L. G's Western Park 1
(Mr. Rothe)
McBain & Sokoloff's Vecheerock 2
(Mr. Sokoloff)
Angus Ferguson's Pottrel 3
(Mr. Maitland)
Time: 57/4/5 secs.

The Chefoo Handicap: "A" Class.
Sequeira & Gray's Royal Bee 1
(Mr. Collaco)
Billve's Yesterday Eve 2
(Mr. Haimovitch)
Wayfoong's Debit Balance 3
(Mr. Clark)
Time: 2 mins. 56/5/5 secs.
*Dead heat.

The Chefoo Handicap: "B" Class.
Cire's Bluebird 1
(Mr. Dallas)
Fred Stanssens & Fritz Breitung's Fandango 2
(Mr. McCann)
Hardy W. Fowler's Funt Gun 3
(Mr. Needa)
Time: 2 mins. 58/5/5 secs.

The Ningpo Cup.
Day's Engagement Eve 1
(Mr. Dallas)
R. H. McNair's Martin Harvey 2
(Mr. Rothe)
Robson's Summarization 3
(Mr. Brand)
Time: 2 mins. 40 secs.

The Shanghai Champion.
Eve's Busy Bee 1
(Mr. Bowling)
Liddell's Wheatcroft (Mr. Brand) 2
Toeg's Alligator (Mr. Pote-Hunt) 3
Time: 2 mins. 32.2/5 secs.
record.

The Jockey Cup.
Leinarchand & Springfield's Chilly Eve 1
(Mr. Mosey)
Cire's Pride 2
(Mr. Minney)
Liddell & Purrell's Merry Lord 3
(Mr. Tingle)
Time: 2 mins. 30/4/5 secs.

The Newchwang Cup.
B. P. Lalcan's L'Amour 1
(Mr. Rothe)
Massachusetts's Sailor Boy 2
(Mr. Judah)
Toeg's Gree 3
(Mr. Pote-Hunt)
Time: 2 mins. 53/5/5 secs.

The Great Northern Handicap.
Toeg's The Hopeful (Mr. Pote-Hunt) 1
Kenjoy's Appleleaf (Mr. Brand) 2
We Two's Young Bill 3
(Mr. Maitland)
Time: 2 mins. 7 secs.

The Consolation Cup.
Lode's Firefly 1
(Mr. Maitland)
A. V. White's Star of Chekiang 2
(Mr. Needa)
S. A. Judah's Ptolemy 3
(Mr. Judah)
Time: 2 mins. 31/5/5 secs.

Result of Two Thousand Guineas.
London, Yesterday.
The result of the Two Thousand Guineas, run at Newmarket to-day over a distance of a mile, was:
Dolite 1
Paradise 2
Silver Flare 3
Twenty-eight ran. Won by two lengths, with a length between second and third.

Betting was 10/1, Dolite, 33/1, Paradise, 25/1, Silver Flare, 10/1.

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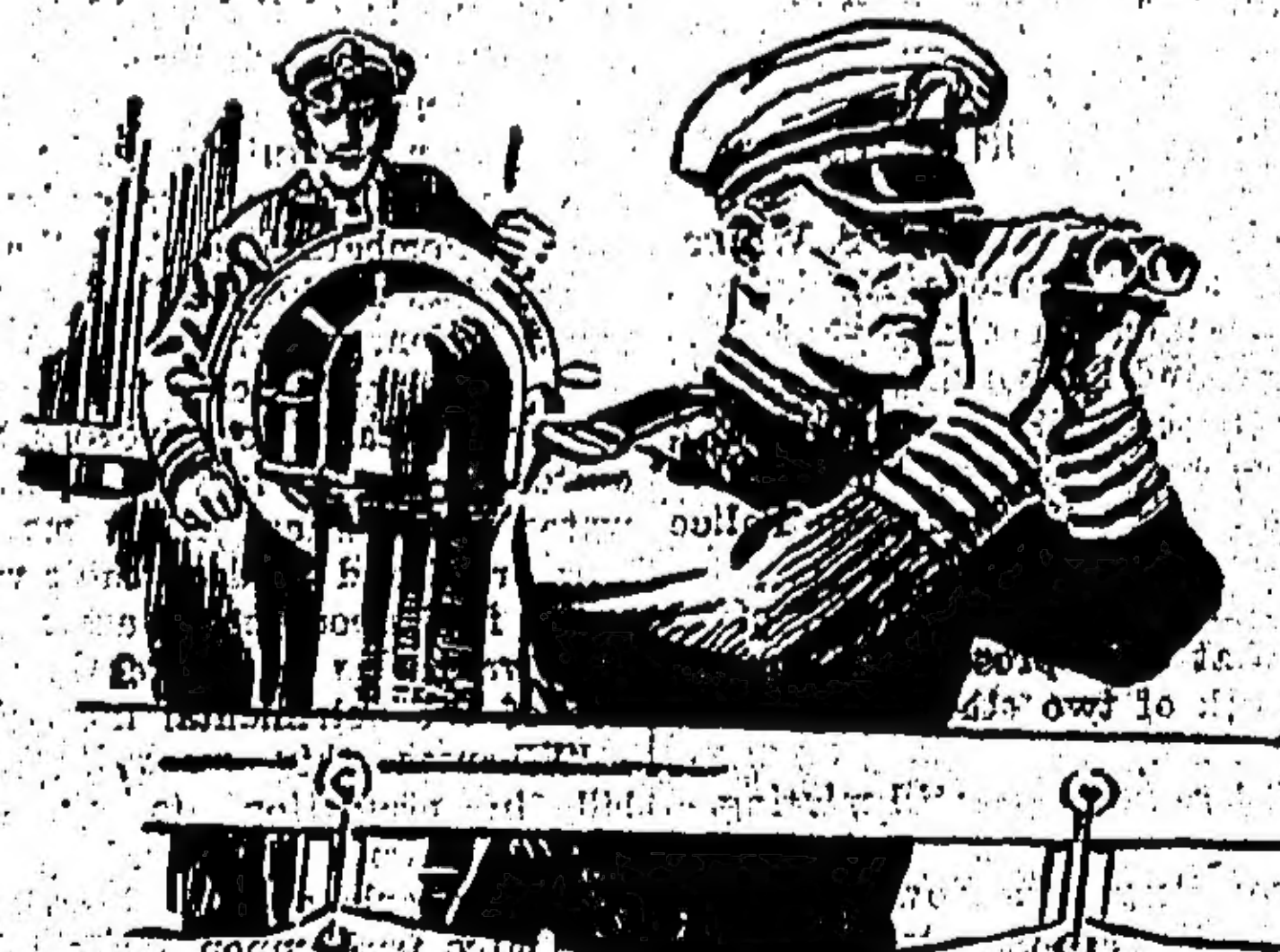
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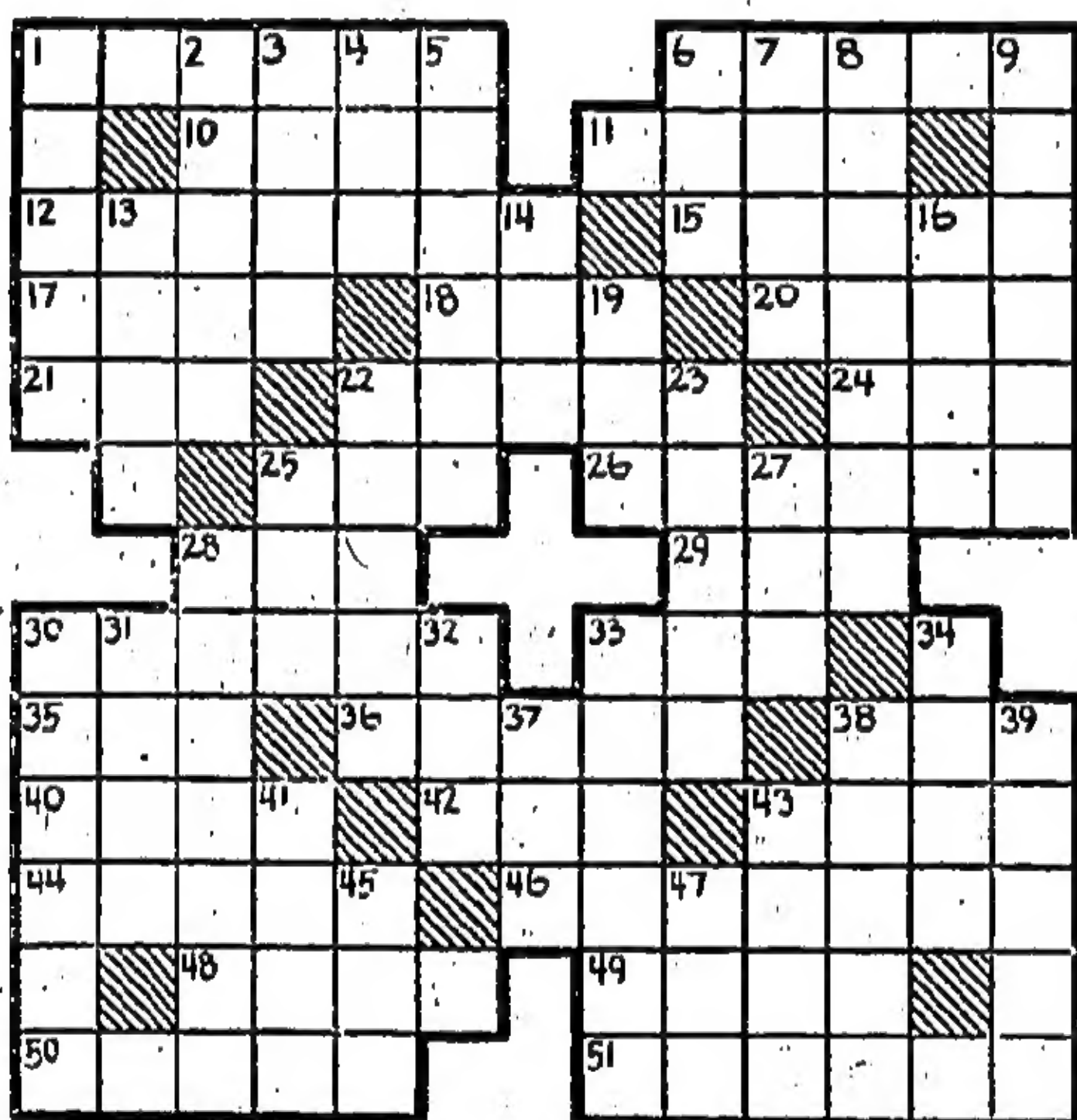
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1—Glued
6—English seaport on English channel
10—Extent of surface
11—Butter
12—A city of N. E. Italy
15—Strong winds
17—Personal pronoun
18—City and Canton of C. Switzerland
20—A network
21—Sorrowful
22—Enjoyed
24—A large cask
25—Children's game
26—A tit
28—Small river island
29—A vegetable
30—To influence
33—To chop
35—Equality of value
38—A King of Judea
39—Cry of the crow
40—Stiffly proper
42—Prefix—not

HORIZONTAL (Cont.)
43—Father
44—Pertaining to place in general
46—Got away from
48—Inland sea, Russian
49—Heavy
50—Of sounder mind
51—Joined

VERTICAL

1—Divides
2—Rescued
3—Largest of plants
4—Even, contracted
5—A free city of W. Prussia
6—To follow persistently
7—A Parolan poet
8—Capital of Malta
9—To be indignant at
13—Seventh King of Israel
14—A diving bird

VERTICAL (Cont.)
15—A case for carrying small articles (French)
18—To obtain
22—Catch for fastening a door
23—Habitually took a drug
26—To bind
27—Cry, as a cat
28—A negro
30—A fruit (pl.)
31—A gambling game
32—A number
33—Largest island of Japan
34—A circular cloak
37—Fish eggs
38—A French King, 987-996
39—Walked through water
41—A female horse
43—A language of India
45—A Roman household god
47—A container

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

BID FOR AMERICA CUP.

SHAMROCK V. AND HER BIG TASK

CHANCES WEIGHED UP.

A correspondent of the London Observer, writing from Gosport on April 12, says:—

The first big event of what promises to be the best yachting season since war ended will be the launch, here to-morrow of Shamrock V., the new Bermudan-rigged yacht which Sir Thomas Lipton has built to the design of Mr. Charles Nicholson for the purpose of making another attempt to win the America Cup. Greater public interest is being taken in Shamrock V. than was shown in any of her predecessors, and the people of Gosport are making her launch the occasion for quite a public festival. The Mayor has asked the townsfolk to decorate their streets and buildings, and they have responded to the request by clothing this ordinarily sombre-looking borough with a holiday garment of gaily hued bunting. Besides that, His Worship has secured the services of a military band to enliven the wait and provide music to mingle with the cheers which will roll lustily when the Countess of Shaftesbury sends Shamrock V. off the ways.

Only the privileged few will be able to see the actual naming ceremony. But there is space for thousands to watch, from the fore-shore, the yacht slide into the water. Given the fine day that is promised by the weather prospects, it is a foregone conclusion that as many thousands as can pack themselves along the quay side will do so, for everybody here wants to see Shamrock V. put afloat. Partly, this keenness is due to the opinion held amongst yachting men that with her Sir Thomas Lipton will have his first real chance of capturing the trophy which he has pursued for so long, and in such sportsmanlike fashion. This opinion is based on the grounds that the conditions under which the races will be sailed and under which the competing yachts have built are more favourable to the challenger, than they were on previous occasions.

Strength and Lightness

Shamrock V. and the four American yachts from which the defender will be selected have been built to the New York Yacht Club's J. class rating. This imposed rules whilst giving designers scope for their ingenuity within certain limits, prevented any one of them producing a "freak" boat. The limits of waterline length were not less than 66 feet and not more than 87 feet; and weight had to be proportional to waterline length, the measure of rating being primarily the sail area. Variations in displacement and other particulars were thus possible within the rules laid down. And each of the five yachts built for the contest differs from the others according as her designer decided to use the latitude allowed him.

Shamrock V.'s principal dimensions are: Displacement 134 tons, overall length 119 ft. 10½ inches, length at waterline 81 feet 1½ inches, greatest beam 19 feet 7½ inches, extreme draught 14 feet 8 inches, height of freeboard 5 ft. 5½ inches. Her sail area is about 7,500 square feet, and her mast—a hollow one built up in sections of silver spruce—is 160 feet high. Her sails are made of Sudan cotton, and for the huge size of them she has quite short booms. The main boom is 62 feet 1½ inches long, the spinnaker boom and foresail boom are each 48 feet 6 inches long. Though lightly, Shamrock V. is yet very stoutly built. She has a composite hull with counter timbers of teak and steel frames planked over with mahogany, and her deck is of yellow pine. Strength and lightness of weight were specially studied in selecting her timbers. She is fitted with a centre board that can be raised and lowered through one of the two saloons she contains, whilst her hull is painted green above the waterline, which is marked by a broad white band.

The Defenders.
Only one of the four American yachts built as defenders is lighter and less on the waterline than Shamrock. She is the Enterprise—a foot less at the waterline than Shamrock V. and five tons lighter, but slightly broader in beam. Of the remaining American yachts the Whirlwind is five feet longer on the water line and 25 tons heavier than Shamrock V.; the Arabella is two feet longer on the water line and 14 tons heavier; and the Weetamose is two feet longer at the water line and nine tons heavier.

It is hoped to have Shamrock ready for sailing within a week of her launch. After a tuning-up period she will compete at the Harwich regatta on May 17 and 18, and at Southend regatta of May 21 and 22. Then will follow a series of six races in the Solent, to which particular importance attaches, as they have been specially arranged by the Royal Yacht Squadron, the Royal Thames Y.C., the Royal Victoria Y.C., the Royal London Y.C., and the Royal Southern Y.C., for the purpose of trying out Shamrock V. against all the best of our big yachts. Great interest centres in these races from the fact that the King is bringing out Britannia to compete in them, and it is considered likely that His Majesty may sail in her in some of the contests. Subsequently Shamrock V. will visit Kingstown for the Royal Irish Y.C. regatta on June 16 and 17 and Bangor (Northern Ireland) for the Royal Ulster Y.C. regatta on June 20 and 21. No arrangement has been made for her to take part in the Clyde fortnight, as she has to prepare to cross the Atlantic in the middle of July.

The Races.

The races for the America Cup are to start on September 13 from a point nine miles S.E. of Brenton Lightship off Long Island, and are, if possible, to be continued daily until one of the competing yachts has won four races out of seven. The yacht which does that will be declared the winner. The first race will be 15 miles to windward and back, or to leeward and back if a windward course is not possible; the next will be sailed over a triangular course with legs of nine miles each. Subsequent races will be to windward—or leeward—and, triangular alternately. Sir Thomas Lipton is taking to America for the cup races his new steam yacht Erin, in which he is spending this week-end in the Solent.

Have You Heard?

Policeman: Hey! Come out of that! No bathing allowed here! Dignified Victim (in pond): Pardon me; I'm not bathing. I'm not bathing, I'm drowning.

Englishman, to American (who is boasting about his country's humour): There is only one American who has ever made a good joke and driven it home.

Yank: Who was that?
Englishman: Henry Ford!

The baby car had stopped right in the middle of the road, and the driver was quite unable to get it going again. He was a picture of misery as he bent over the bonnet, furiously but vainly vinding up.

Then the driver of a lorry nearby added to his sorrow. "Hey, mate!" he yelled, derisively. "Why don't y' get one o' them eight-day ones?"

A priest arranged with a taxi-driver to call for him at a friend's house after a dinner party, and drive him home.

The driver was fond of a drop, and had had a quantity of drink when he called for the priest.

"Drunk again, Jim?" said the priest, as he mounted the car.

"Well," to tell you the truth, yer riverence," replied Jim. "I'm a bit that way meself."

Whi'e a man was digging a hole in the road, two strangers came along and watched him dig.

"What are you digging for, my good man?" asked one.

"Money!" he replied.

"And when do you expect to find it?"

"Friday!"

Hubby: What! Dinner isn't ready again? Then, I'm going to a restaurant!

Wife: Oh! just wait about five minutes, sweetheart.

Hubby: And will it be ready then?

Wife: No; I'm coming with you!

Kitty: Jack says he can read me like a book.

Phyllis: You mustn't take Jack too literally, dear. He probably means that you are a very plain type.

A small boy was taking part in a local concert. He was only eight years of age, and recited so well that he was encored.

When he arrived home his mother asked him how he had got on.

"Why, I thought I'd done all right," replied the boy; "but they made me do it all over again!"

A tramp asked the proprietor of a circus for a job. He was informed that he could become a lion-tamer.

He was assured that it was easy, and that the whole secret was in forcing the lions to believe he wasn't afraid of them.

"No," said the tramp; "I couldn't be so deceitful."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank wire 1/5 15/16
Bank on demand 1/6
Bank 30 days' sight 1/6 1/2
Bank 4 months' sight 1/6 1/2
Credits, 4 months' sight 1/6 15/16
Documentary, 4 months' 1/7 1/16
On Paris 92 7/8
On demand 92 7/8
Credits, 4 months' sight 100 1/2
On Berlin
On demand 38 1/2
On New York
Credits, 60 days' sight 38 1/2
On Bombay
Wire 100%
On demand 100%

On Calcutta—
Wire 100%
On demand 100%
On Singapore—
On demand 64 1/2
On Manila—
On demand 78 1/2
On Shanghai—
On demand 78 1/2
80 days' sight (private paper)
On Yokohama—
On demand 78 1/2
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 12.97
Silver (per oz.) 19 7/16
Bar Silver in Hong Kong 3 1/2 prem.
Copper Cash Nominal
Copper Cents 8% prem.
Rate of Native Interest 5% p.a.
Chinese Sub. Coin 23 1/2% dis.
Hong Kong Sub. Coin 7 1/2% dis.

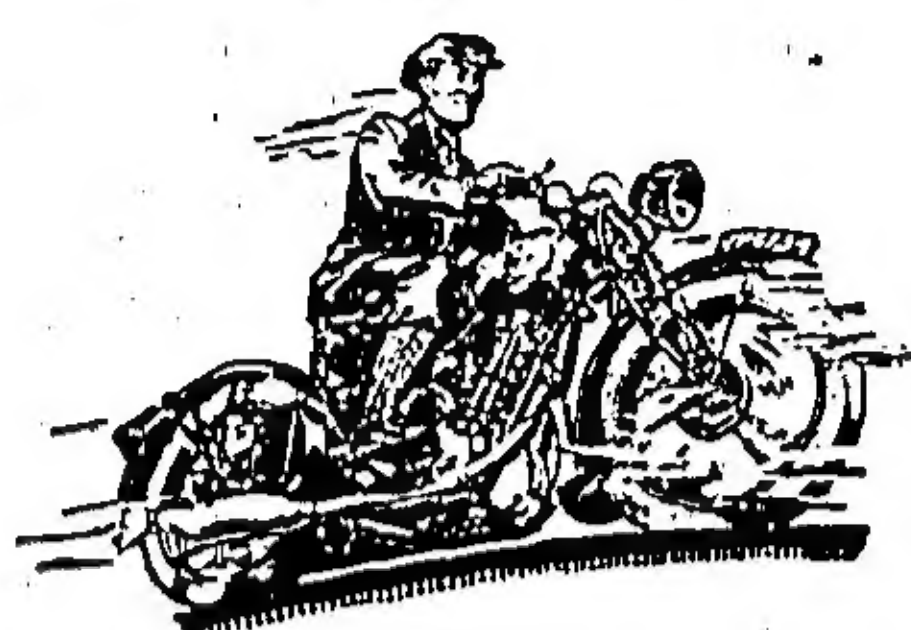
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 8th May, 1930

STOCK	Buyers	Sellers	Sales	Notes	Fin. Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1400	1410	...	Dec.	...	[Final 24 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 24, 30
Chartered Bank	...	...	17 1/2	Dec.	...	[Final 7 s/a 1929 ex. 17 1/2—8 s/a 1930] Apr. — 30
Mercantile Bk., A.B.N.	...	...	30 1/2	Dec.	...	[Fin. 24 s/a 1929 ex. 17 1/2—8 s/a 1930] Apr. — 30
Bank of Asia	100	...	...	Dec.	...	[Fin. 24 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 23, 30
Insurance.						
Canton Ins.	805	...	...	Dec.	...	[Final 27 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
Union Ins.	...	475	...	Dec.	...	[Final 10 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
China Underwriters	1 1/2	1.60	...	Dec.	...	None
China Fire Ins.	355	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] May 24, 30
H. K. Fire Ins.	...	900	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 20, 30
Shipping.						
Douglases	...	22 1/2	...	Dec.	...	Last dividend for 1929
H. K. Steamboats	25 1/2	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 4, 30
Indo-China (Pref.)	...	48	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] June 12, 30
(Def.)	...	40	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Jan. 6, 30
Shell Transport	...	35 1/2	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 10, 30
Union Waterboats	29	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 10, 30
Mining.						
Benguet	5.70	...	...	Dec.	...	Interim 15 centavos s/a 1929
Kailan, Mining Ad.	1 1/2	...	38/9	June	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Dec. 17, 30
Lianjat (Comb.)	...	Ex.	13.60	Oct.	...	Last div. for year 31-10-30
(Single)	...	Div.	7 1/2	...	...	...
Shai Exploration	...	1.80	...	Dec.	...	None
Loans	...	5.40	...	Dec.	...	Last dividend for 1929
Raubs	...	32	...	Mar.	...	Second Int. 1/2 s/a year 31-3-30
Tromh Mines	...	21 1/2	...	Dec.	...	4th Int. tax Coupon No. 91
Docks, Wharves, Godowns, &c.						
H. K. & R. Wharves	169	171	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
H. K. & W. Docks	...	38	...	Dec.	...	Last dividend for 1929
China Godowns	...	9/8.10	...	Dec.	...	Last dividend for 1929
Hongkew	260	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 31, 30
N. Engineering	...	...	...	Dec.	...	T. 0.50 for 1929
Shanghai Docks	125	...	...	Apr.	...	T. 7.50 for year 31-3-30
Cotton Mills.						
Ewo Cottons	18 1/2	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 17, 30
Shai Cotton (old)	70	...	...	Apr.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Nov. 26, 30
(new)	78	...	...	Oct.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Nov. 26, 30
Zoong Sings	...	10	...	June	...	T. 0.50 for year 31-3-30
Land, Hotels & Buildings.						
H. K. & S. Hotels	132	131	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Apr. 7, 30
H. K. Lands	...	76	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 13, 30
Shanghai Lands	265	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
Humphreys	14.50	Ex.	Div.	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] May 7, 30
H. K. Realties	10 1/2	10 1/2	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 24, 30
Chinese Estates	...	98	...	Feb.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] June 5, 30
Public Utilities.						
H. K. Tramways	20	20.40	20 1/2	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
Peak Tram (old)	...	...	11 1/2	Apr.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] June 7, 30
(new)	...	...	8.00	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 14, 30
Star Ferries	72 1/2	79 1/2	...	Sept.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
China Light (old)	27 1/2	27 1/2	...	Sept.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
(new)	32	32	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
H. K. Electric	72 1/2	76	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
Macao	...	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
Sandakan Lights	3.30	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 13, 30
H. K. Telephone	128	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 13, 30
China Buses	19	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 13, 30
S'pore Traction (Ord.)	10 1/2	10 1/2	...	Sept.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 6, 30
(Pref.)	...	18 1/2	...	Sept.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Feb. 6, 30
Industrials.						
China Sugars	1	1.50	...	...	...	In Liquidation
Malayan Sugars	...	...	27	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] April 11, 30
Cald: Marg. Ord.	...	...	12 1/2	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
(Pref.)	...	...	10	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Pending
Canton Ice	...	...	5 1/2	July	...	None
Cement (comb.)	...	15.10	16	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 19, 30
(old)	...	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 19, 30
(new)	...	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 19, 30
H. K. Ropes	3.60	3.60	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 19, 30
United Asbestos	...	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 19, 30
Stores, &c.						
Dairy Farms	26.10	26 1/2	26.10	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Watsons	...	11 1/2	...	Oct.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Der A Wing	...	...	...	Dec.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Lane Crawford	...	8.50	8.50	Feb.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
MacIntosh	...	...	...	Feb.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Sinclair	...	...	...	Feb.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Wm. Powell	...	3.85	...	Feb.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] Mar. 14, 30
Miscellaneous.						
H. K. Amusement	...	...	...	Mar.	...	[Final 20 s/a 1929 ex. 17 1/2—8 s/a 1930] July 5, 30</

THE MOTORISTS' PAGE

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES
1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

BRAKE SIMPLICITY.

A Duo-Servo System

There has recently been developed a two-shoe brake which has a self-energising servo action in both directions of rotation (says Autocar). This is something of an achievement, and it stands to the credit of Bendix-Perrot Brakes, Ltd., who are well known as the producers of the three-shoe brake used on so many American cars. As the latest Duo-Servo brake is now in production at the Westwood Road Works, Witton, Birmingham, and will figure on several high-class British cars in 1930, the following details are of interest.

In the first place, it should be understood that "self-energisation" must not be confused with servo action, as is often the case. In a non-servo two-shoe brake the front shoe is self-energising when the car moves forwards, because the contact of the shoe with the drum tends to pull the shoe round and so assist in applying it. On the other hand, as regards the rear shoe, the frictional drag, far from assisting, definitely resists the applying force. When the car moves backwards the position is reversed.

In a servo brake the front shoe is not pivoted to the back plate, but hinges on the end of the rear shoe, the other end of which is anchored to the back plate. The front shoe, therefore, is free to move slightly in response to the frictional drag of the drum, and this action in turn applies the rear shoe. It is the front, or primary, self-energising shoe acting on or serving the rear, or secondary, self-energising shoe which constitutes servo action. This was the action in the forward direction only, of the first Perrot two-shoe servo brake.

Duo-Servo Layout.

In the Duo-Servo two-shoe brake the two shoes are linked together by means of a simple adjusting screw with right and left-hand threads. The other ends of the shoes are located by anchor pins fixed in the back plate, but the ends of the shoes have pear-shaped holes which allow the shoes to leave the anchor pins. Between these ends of the shoes is the expansion gear, consisting of a floating link and two trunnion blocks, operated by means of a small crank. The trunnion blocks bear on the ends of the shoes and this method of expanding the shoes, in conjunction with the pear-shaped holes, enables either shoe to be moved independently of the other.

When the brake is off, the two shoes bear on their anchor pins, but when the brake is applied, with the car moving forwards, the front shoe is the primary, the frictional drag carrying it round slightly, so that it leaves the anchor pin free to force itself and the rear shoe against the drum.

The secondary shoe remains in contact with its anchor pin, which takes the braking torque reaction. When the car is moving backwards the rear shoe becomes the primary and leaves its anchor pin, while the front shoe takes the torque reaction.

Adjustment of this brake is particularly simple, for the right and left hand threaded screw which links the two shoes to one another carries a toothed wheel normally locked by a spring plate. Through a slot in the back plate this wheel can be revolved by means of a screw-driver, so that a very fine adjustment is thus obtained. No adjustment is necessary in the brake-operating gear, and in consequence all the levers maintain their predetermined angles.

Many Advantages.

Many advantages are claimed for this brake, and those which appeal to the owner-driver are the simplicity of adjustment, the rapidity with which it can be effected, and the very moderate pedal pressure required to produce powerful braking. Other advantages appeal more perhaps to the manufacturer and to the service department, for as no adjustment is necessary in the brake-operating gear this can be simple, while, as the extra braking forces do not pass through the brake gear, the efficiency of the operating mechanism itself is greater than when the gear has to transmit the service action to the shoes.

It is possible to use a much larger area of contact with the drum in a floating shoe brake, thereby increasing its life and avoiding the necessity for constant adjustment. Each shoe in the Duo-Servo brake has an arc of contact of 124 degrees.

As the shoes are interchangeable the servicing problem is rendered easier, and when the linings finally need replacement it is intended that the whole shoe should be exchanged for a new one, credit being allowed for the old shoe. Incidentally, the shoes are built up of steel, and all parts are cadmium-plated to protect them from rust. It should also be noted that the only lubrication required is that of the bearing of the spindle carrying the operating link. As regards operating gear, the Bendix lever type front control is recommended, but other types can be used.

AUTOMATIC SPRAGS.

A Novel Invention

We have often advocated the fitting of a sprag to the modern car which would automatically hold it from running backwards on a hill and would thus relieve the driver of the awkward manipulation of clutch, throttle and brakes at present necessary when restarting under such conditions (says the Motor). Certain of the novel transmission systems which have been developed during recent years embody an automatic spragging action of this kind and of these the Milliam free wheel is a notable example; then, again, in America the "Noback" device was brought out a few months ago and has since become standardised on certain models of the Stutz. Consequently, it is interesting to record that considerable progress is being made by a sprag invented by a British engineer which we originally described nearly a year ago and which has since withstood severe tests very successfully.

We tried this device the other day as fitted to a Morris-Oxford car and found it to be very quick and positive in action, not allowing the car to run back more than an inch or so after coming to rest up-hill. Matters are so arranged that the sprag is held in an inoperative position when top, second speed or reserve speed is engaged, but is released in readiness for action when the gear lever is in first speed or neutral. Consequently, when stopping on a hill the driver has only to push the gear lever into neutral in order to prevent running back, and when he subsequently engages first gear the sprag action remains, so making it quite unnecessary to operate the brake. The only reason for making the sprag inoperative on the other gears is that by this expedient the rate of wear of the parts is reduced.

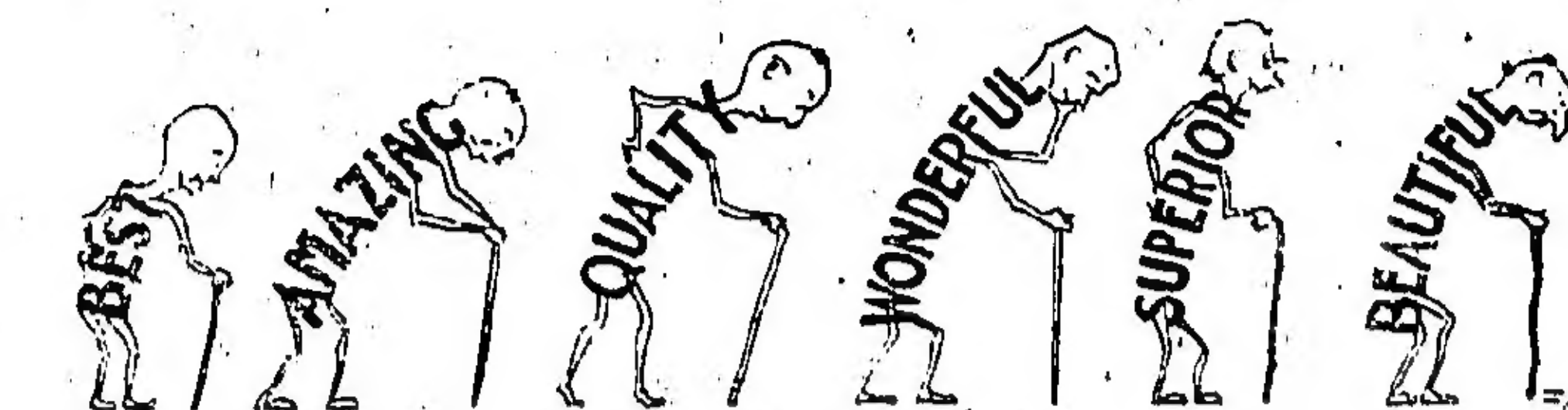
The sprag itself fits behind the gearbox and consists of a toothed wheel mounted on the tail end of the main gear shaft, with which engage four stout pawls. Surrounding the pawls is a control ring which, if moved angularly to a small extent, by a lever, holds the pawls out of action. We ought also to explain that one pair of pawls is offset to the extent of half a tooth, so that the maximum backlash is only half the pitch of the teeth.

The control lever, which determines whether or not the pawls are operative, is actuated automatically by a cam plate sliding in guides and carried forward to the gear lever. The lower end of the gear lever slides in an L-shaped slot in the plate and the ball end of the control lever works in a V-shaped slot. Placing the gear lever in neutral causes the control lever to come into the centre of the V-slot, in which position the pawls are operative; the gear lever can then be moved into the speed notch without affecting the pawls. Moving it into any other position, however, causes the cam plate to slide and the V-slot then operates the control lever and ring in such a way as to raise the pawls.

It is the intention to manufacture this interesting device shortly in a form suitable for easy fitting to Morris-Cowley and Morris-Oxford chassis at a total cost to the owner-driver estimated at a total about 10 guineas. The patent concern is the Motor Safety and Free Gear Co., Ltd., 20 Saville Row, Newcastle-on-Tyne, and the sprag has been named "Selfgo."

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REPAIRS**

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What is known as an ASSERTIVE ADVERTISEMENT states positively, or claims, or frequently boasts and brags—WITHOUT OFFERING TO PROVE.

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"The Most Beautiful Car in the World."

"The Joyous Satisfaction that only — can give."

"Each year, some one appealing motorcar emerges from the throng of commonplace cars and wins world-wide preference. This year, it is the dashing new — Sports Roadster that occupies the spotlight."

As someone has written: "Oh, listen to the buibul"—which the dictionary tells us is "a red-whiskered bird of the tropics with a loud, raucous voice."

Is it any wonder that the public reads, laughs good-naturedly, disbelieves? Or that, having read, a man turns to his neighbour asking whether such and such a car "is really any good"?

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2175.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
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MOTOR CYCLES.

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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FIAT TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19 Queen's Rd. C. Tel. C.1216.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

CHASSIS CARE.

The Lubrication Problem.

The gradual evolution of the modern system of chassis lubrication is really a reflection on human nature. Because of man's essential idleness, all sorts of kinds of ingenious little mechanisms have to be evolved and fitted to cars in order to do his work.

The original form of chassis lubrication was extremely and severely simple. Where a minor bearing for, say, a countershaft, a brake rod, or a part of the steering gear existed, someone drilled a hole through the surrounding metal into the bush and countersunk the hole. No more than half an hour's work, as a rule, was sufficient for the chassis to receive its proper amount of lubricant. But—and this was the trying part—the owner of the car had to spend a great deal of time lying on his back underneath it, poking the long spot of an oil can into small and inaccessible places. It was not long before each countersunk hole received its due coating of dust stuck together by congealed oil, wherefore the manufacturer next used a small lubricator with a lid and an advanced one step.

Since oil very speedily ran from the early types of bearings, grease had to be substituted. For this the screw-down cap naturally followed; but whatever method was adopted, there remained one difficulty. The lubricators which came easily to hand received, if anything, too much oil, while those bearings which presented any difficulty in being reached received very little, some running dry until such time as a variety of noises heralded the day when a somewhat expensive repair bill had to be faced. Gradually but firmly it was borne in upon designers that the average owner disliked going round his car with an oil can only a shade less than he disliked the comparatively messy business of attempting to fill grease cups which steadfastly refused to be filled.

Then the problem was tackled in another way, and after special tins which made it relatively easy for anybody possessing a juggler's ability to fill grease cups had been tried, the cup was removed, a nipple took its place, and a single high-pressure grease or oil gun was supplied with the car. This idea was at first heralded with great joy, but subsequently proved just as likely to be neglected; for if a man will not use a grease or oil gun of what value is an elaborate form of nipple?

Nowadays matters have advanced considerably farther, and at present there are signs that the chassis lubrication problem is being tackled from two distinct points of view, both being very sensible. In one system all the bearings are automatically supplied with oil; in the other, the bearings either are made to do without one or are packed so that they do not require fresh lubricant more frequently than perhaps every twelve months.

Automatic Lubrication.

Automatic chassis lubrication is directly evolved from the grease gun; it dates from the day, in fact, when some genius thought that if the gun were made really big and were fixed to a part of the chassis, grease or oil squirted from it could be led by pipes to the bearings, thus reducing almost to a minimum the amount of manual work required.

Of course, the easier became the process of chassis lubrication, the greater the grumble of the owner of the car, as he then pointed out that the fixed gun was all very well in its way, but it soon emptied itself, and then he was required to undertake the messy job of refilling it.

That led to another clever idea the Tealemit system. It reduces the exertion involved in chassis lubrication to mere pressure on a button. The driver presses a button which connects the top of a special cylinder with the inlet pipe of the engine, and the depression in the inlet pipe operates a plunger in that cylinder. In its turn the movement of the plunger sucks oil from the base chamber of the engine and delivers it through a number of pipes to the various bearings, and the oil thus extracted from the base chamber is replaced when next the pump is filled. The oil, having been in circulation, is warm, and therefore flows freely from the small pipes attached to the auxiliary cylinder.

Since there are some bearings which need more oil than others, an ingenious baffle is introduced in the shape of a small portion of circular rod, having a coarse screw thread cut on its exterior when plenty of oil is to be supplied, and a fine screw thread for a lesser oil feed. The oil passes round these threads on its way to the bearing. Possibly some bearings may be over-lubricated with this system, and some may not receive their full supply, but, at all events, a little reaches all of them, and that is as near the ideal as one can possibly hope for in the present state of chassis evolution.

The necessary oil may not be drained direct from the crank case; a small auxiliary tank can be used instead, in which case, of course, the owner of the car has to fill the tank at intervals.

The Stutz system, which is interesting for purposes of comparison, differs really only in detail, a valve being operated by hand through a trigger placed on the engine side of the dashboard, the valve allowing crank case oil to flow to the chassis bearings whenever required. To lubricate the chassis, therefore, the engine is kept running slowly, the bonnet is raised, the trigger operated, and the operation proceeds.

Rubber For Bearings.

A device known as the Silentbloc can be used at dozens of different points which normally have a bush requiring lubrication. The term Silentbloc does not really explain the nature of the device. Briefly, it consists of a thick ring of rubber which is forced on to a steel bush, a steel sleeve being forced on to the outside of the rubber ring; sufficient pressure is used to make certain that neither the bush nor the external sleeve can move relative to the rubber. It is obvious, to take a single example, that if the external sleeve were fixed tightly to the end of a leaf spring, and if what is usually the shackle bolt were passed through the inner bush to clamp such a bush firmly to a bracket or to a dumb iron, then the spring can only move by flexing the rubber, in which circumstances it will require no lubrication. The adoption of this device means, in fact, that the bearing concerned ceases to need any lubrication.

There is another method of tackling this important problem. Instead of bushes, large ball or roller races can be used, and can be relied upon to give a year's wear with one

packing of lubricant. They will only need to be repacked with lubricant, therefore, when the car is looked over at the end of a year's use. This arrangement does not entirely delete the necessity for lubrication, but very nearly does so.

These examples should serve as proof that within the next few years people will wonder what was meant when we of this period talk about the "difficulties of chassis lubrication." Those who consider that every car should instantly be produced with some form of automatic lubrication for its minor bearings must remember that every feature added to a car costs money. The pipes, nipples and extra mechanism of the single-shot lubrication scheme, equally with the parts of the automatic lubrication scheme, add a considerable sum to production charges. Roller or ball bearings are expensive, and even the use of the rubber system may make a component cost considerably more than it did before.

Such cost has to be borne by someone, and the someone will be either the purchaser or the manufacturer. If it is the purchaser, well and good, but the demand today is strong for less expensive cars. If it is the maker who stands the increase, then some method of saving an equivalent sum in the manufacture of the car has to be thought out and brought into effective operation.

In the long run a complete system of chassis lubrication will probably pay for itself. But to many purchasers the first cost is all important, and devices to convert existing cars are not very easy to design.



One of the pupils at the first glider school in America at the controls of his motorless craft as he is towed by an automobile at Los Angeles. According to Albert E. Hastings, head of the school and an expert glider, it takes very little ground training to equip the student for his first venture in the air.

UPSIDE DOWN.

Assembling of de Soto Chassis.

Assembling the chassis upside-down in order to obtain a better quality of workmanship is one of the interesting phases of automobile building found at the De Soto plant in Detroit.

More than twenty-five assemblies are mounted on the chassis before it is turned right side up on the production line. The chassis starts down the line in an upside-down position and remains so almost until the moment arrives for installing the engine, when a special apparatus picks it up and deftly turns it over.

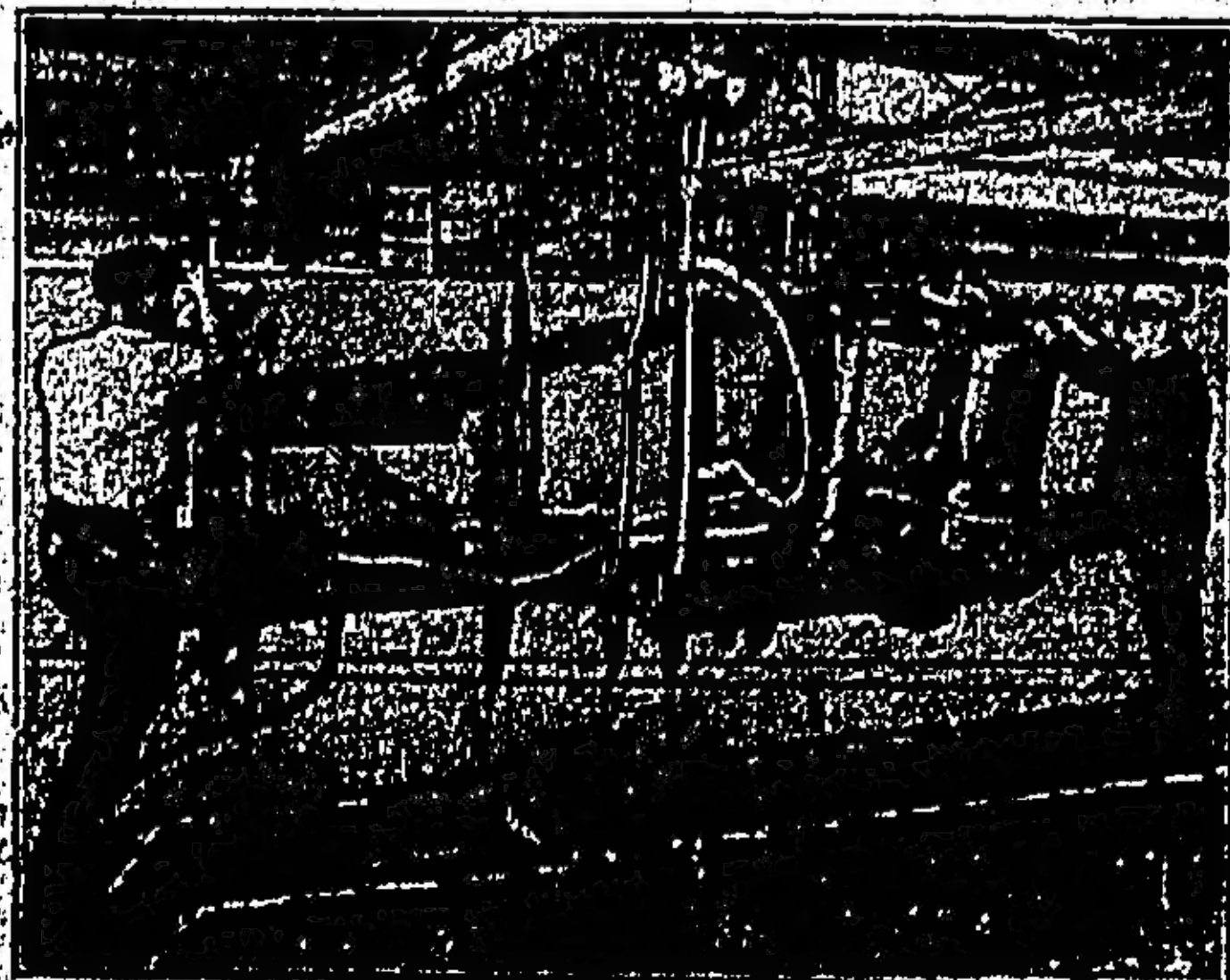
It has been found in developing the assembly layout that the men do better work, because the chassis is in a far more accessible position for them while these assemblies are mounted if the chassis is kept on its back.

The units that are mounted on the De Soto chassis while it is turned skyward include many important parts. They are the rubber shackle mountings; the gas tank and the gas line; the battery cradle; the rubber axle bumpers; running-board brackets; shock absorbers; battery ground connection; the sed pans that protect the

engine from dust and water from the road; the front springs; front axle assembly, which includes the tie-rod, steering knuckles, steering arms and front wheel hydraulic brake assemblies; the rear axle assembly, which takes in the differential gears and the rear wheel brake assemblies; the hydraulic brake fluid tubes; the drag link; exhaust pipe, muffler and tail pipe; propeller shaft.

Thus, before the chassis starts down the long final assembly line in its normal upright position it has been assembled quite completely as far as the lower units are concerned. The units named above are mounted on the chassis on a short assembly chain which is independent of the main assembly line. The chassis is turned over while being passed from this short line to the beginning of the main assembly line, which happens to be the longest straight assembly line in the world, measuring 1892 feet in length.

This assembly line is outstanding in the care that is taken in putting the parts together expertly, so that the De Soto owner may never know the petty annoyances that sometimes arise from loosened parts. The large number of units put on before the chassis is turned over is an example of where precedent is broken in order to secure the best possible results.



CAR COMFORT.

Pneumatic Upholstery an Asset.

During the past few years pneumatic upholstery has grown immensely in public favour; now there has been introduced a very interesting type which is calculated to make this kind of upholstery even more popular in view of the very fine riding comfort which it provides. Such is it, in fact, that although the car in which we tested the new cushions and squabs was an old one and none too well sprung, it could be driven over kerbs and very rough stretches of road without the passengers experiencing any of the usual jolts, and bumps (says the Motor). They remained practically stationary, all the jerks being absorbed actually in the cushion. We can say that this new upholstery is one of the most comfortable types on which we have ever ridden; moreover, it yields to the contour of the body in an extraordinary fashion.

The great feature is, however, that whilst it "gives" to the load the design is such that the passenger does not "bottom" but remains literally supported on a commodious pocket of air at all times, extending from the base of the spine, under the thighs to the knees. The pocket has practically the same internal air pressure throughout. By this we infer that the air is not driven almost completely from one section carrying the major portion of the load to a part not so heavily laden.

This is obtained in a very ingenious but really quite simple manner. The upholstery, which is known as the Paxon, is a product of Paxon, Ltd., of 186, Blythe Road, Hammersmith, London, W.14. The external appearance of a cushion or squab is to all intents and purposes the same as that of the ordinary sprung type. There is no sag or looseness whatever but it has an even contour giving a neat and finished appearance. The external covering which is of leather or a similar non-extensible material, houses a pneumatic cushion which in the case of the bucket seat is divided into three compartments by two non-extensible rib or reeds. These do not run quite the full width of the cushion, so that the compartments can communicate with each other readily.

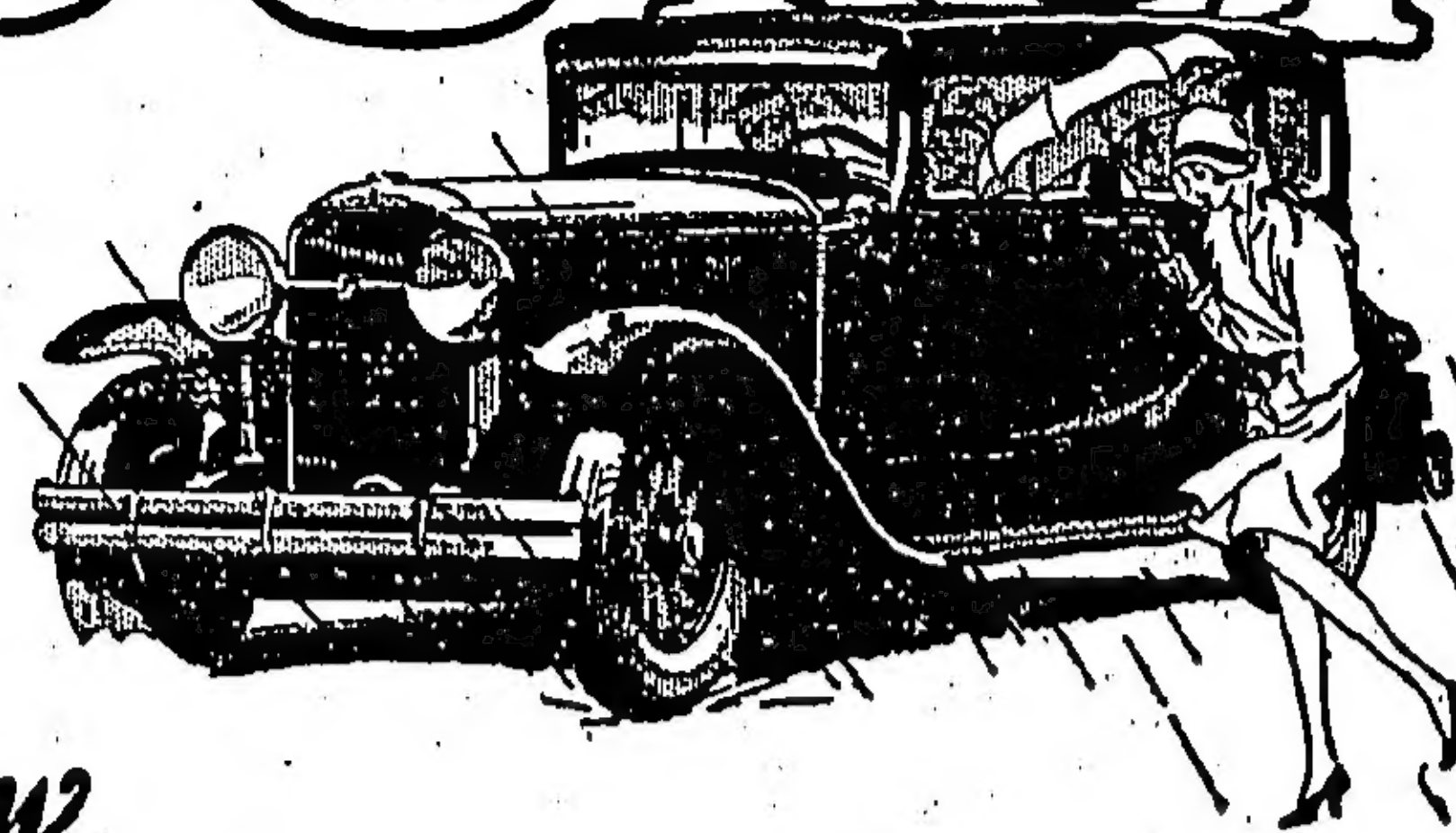
It is the method of supporting the air-pocket, however, which enables such excellent riding comfort to be obtained apart from the actual shape and construction. It is carried in a bottomless frame, the inner sides of which taper at an angle of 45 degrees. Across this is stretched two 3in. wide rubber strips (in the case of the bucket seat) which give to a certain extent to the load, but the spaces between allow for the cushion to expand between them and below. The angle of the frame sides provides a sliding action. Naturally one has to allow, say, two or three inches preferably below the level of the rubber cross-members, but there are few cars in which this would not be practicable.

What happens is that when the load of the passenger is increased, as it were, as the car jolts owing to road irregularities, the cushion expands underneath and the return shock is absorbed very slowly indeed. We witnessed some interesting tests in connection with one of the Paxon cushions. The valve was connected with a special pressure gauge and showed a normal pressure of one half-pound per square inch; when the demonstrator sat upon it, his weight being about 14 stone, the pressure increased to one pound per square inch, and this did not increase by more than about one-sixteenth pound when the cushion and load were subjected to a series of jerks comparable to those experienced in the normal course of driving.

The cushion for a single-width seat is of slightly different construction, but the effect is the same. The squabs made in this way also give a very high degree of comfort to the back, filling up the space which usually exists between the small of the back and the upholstery.



THE New BUICK



New

Controlled Servo Enclosed brakes

unrivalled for smooth, sure, silent operation in any weather . . .



To Buick, pioneer of four-wheel brakes, now falls the distinction of another major achievement in this same vital field: the development and introduction of Buick Controlled Servo Enclosed Brakes—the most effective four-wheel braking system ever devised for any automobile!

Buick's new brakes are of the highly efficient internal-expanding type. They are fully enclosed—fully protected against dust, dirt and water—and thus assure maximum braking effectiveness under all weather conditions.

They represent the highest development of the self-energizing principle, which makes the car's own motion provide part of the

braking effort. They reveal unmatched responsiveness to the slightest pedal pressure. And they are so perfectly controlled that "grabbing" is entirely unknown! When you apply these brakes, you obtain the most positive, as well as the smoothest and most silent action you have ever experienced in any automobile! Drive the new Buick! Test not only its matchless new brakes but its brilliant all-round performance, riding comfort and driving ease—all of which combine to establish the new Buick as the greatest value ever offered in the fine car field!

114" Wheelbase Marquette Models . . .	H.K.\$3,900 to H.K.\$4,250
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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM.

THE MODERN MIDAS.

A Philosopher on Motorists.

Mr. C. E. M. Joad, the lecturer and writer, speaking in connection with the Beautiful England campaign at the Guildhouse, Eccleston Square, London, said that they should endeavour to force upon the Government the Rural Amenities Bill and the Access to Mountains and Moorlands Bill. He declared:

Until recent years the motorist wished to see nothing. To-day, however, the motorist had discovered a belated taste for beauty, and went in search of the countryside. Unfortunately it receded at his approach. Country public-houses became third-rate motoring hotels, country lanes broke out into petrol pumps and advertisements.

Thus the motorist was the modern Midas. Whatever he touched turned to tin and brass!

It would be said of this generation that it found England a land of beauty and left it a land of beauty spots.

Assuming that the present tendencies continued, what would be the future of the country? He thought that the country would be covered by a network of roads, upon which thousands of cars would be welded together in a solid inextensible jam.

It should be made a penal offence for motorists to leave the roads, or for landowners to put up barbed wire fences. The immediate segregation of large areas of remaining country as national parks should be demanded.



IF YOU DRIVE FAST

DRIVE ON

FISK

FOR SAFETY.

"ALL-CORD"

TO-DAY'S

BASIS

TYRE

OF

FOR

FISK

TO-DAY'S

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The China Mail

Thursday, May 8, 1930.
 Fourth Moon, 10th Day.

ESTABLISHED
 1845

大英五月八號 禮拜四
 中華民國庚午年五月初十日

HONG KONG, THURSDAY, MAY 8, 1930.

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Individuals and firms are recommended to register their telegraphic
 addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From FRIDAY, MAY 9.

Shanghai Kashgar
 Straits Lahore
 U.S.A. (Seattle April 19) Japan & Shanghai President Jackson
 Europe via Suez (Letters & Papers, London,
 April 10 and Parcels April 8) Khiva
 SUNDAY, MAY 11.

Straits Talamba
 Amoy & Shanghai Tjikarang
 TUESDAY, MAY 13.

Batavia Tjibadak
 Australia and Manila Tai Ping
 Straits Alipore

OUTWARD MAILS

For THURSDAY, MAY 8.

Samshui & Wuchow Sanning 4 p.m.
 Manila Empress of Canada 5 p.m.
 Saigon Mao Lee 5 p.m.

FRIDAY, MAY 9.

Haiphong Ning Po 8.30 a.m.
 Amoy Yuensang 8.30 a.m.
 Saigon Venezia-L. 10.30 a.m.
 Straits and Calcutta Takliwa

Swatow, Amoy and Foochow Halching 1 p.m.
 Haiphong Canton 1.30 p.m.
 Manila Malayan Prince 2.30 p.m.

Straits, Ceylon, India, Mauritius,
 E. & S. Africa, Aden, Egypt &
 Europe via Marseilles Kashgar
 (Due Marseilles, June 7.)

K.P.O. G.P.O.

Parcels May 9, 4.30 p.m. Parcels May 9, 5 p.m.
 Registration May 10, 9 a.m. Registration May 10, 9.45 a.m.
 Letters 10 a.m. Letters 10.30 a.m.

SATURDAY, MAY 10.

Holhow, Pakhoi & Haiphong Kanchow 9.30 a.m.
 Shanghai, Japan & Europe via
 Siberia Khiva 10 a.m.
 Japan Tyndareus 10 a.m.

Shanghai, Japan, Honolulu and
 San Francisco Tokyo, Maru
 (Due San Francisco, June 4
 and Europe via Siberia.)
 Registration May 10, 4.15 p.m.
 Letters 5 p.m.
 Clara Jensen 4.30 p.m.

Haiphong Saigon

*Subscribed correspondence only.

Printed and published for the Proprietors, The Newspaper
 Enterprise Limited, by DAVID CHRISTIAN WILSON,
 business manager, at 28, Wyndham Street, Hong Kong.

SIR ROGER KEYES.

APPOINTED ADMIRAL OF THE
 FLEET.

OFFICIAL INTIMATION.

London, Yesterday.
 The Admiralty announces that
 Admiral of the Fleet Sir S. A.
 Gough-Calthorpe has retired,
 and Admiral Sir Rogers Keyes



Sir R. Keyes.

has been promoted Admiral of the
 Fleet. Vice-Admiral Sir A. A. M.
 Duff has been promoted Admiral.

—Reuter.
 [Admiral Sir Roger Keyes,
 R.N., D.S.O., won fame through
 his command of the operations
 against Zeebrugge and Ostend,
 and also as Acting Vice-Admiral
 in command of the Dover
 Patrol. He is 58.]

A CONTRACTOR DUPED?

A report of alleged fraud was
 made to the Police yesterday by
 Kwong Chung, master of the Yuen
 Hing plumbing contractor's firm,
 of 644 Shanghai Street.
 He stated that in December, 1929,

LATE MR. LEE HYSAN'S ESTATE.

EXECUTRIX SUES DEBTOR FOR
 \$6,000.

A TECHNICAL ERROR.

In the Supreme Court this
 morning before Sir Joseph
 Kemp, K.C., Wong Lam-fong, exe-
 cutrix of the will of the late Mr.
 Lee Hysan, sought to recover the
 sum of \$6,000 from Lai Pak-hoi.

Plaintiff was represented by Mr.
 F. C. Jenkin, instructed by Messrs.
 Wilkinson and Grist, but the de-
 fendant was not present.

The money was said to have
 been lent to the defendant by the
 late Mr. Lee Hysan.

As Mr. Jenkin proceeded to
 give particulars of the claim, His
 Lordship discovered that there
 was an error in the summons, in
 regard to the returning date.
 The bailiff, Mr. W. H. C.
 Bouchier, was called to give an
 explanation to Mr. Jenkin. After
 conversing with counsel, it was
 decided that the case could not
 be gone on with.

The case was accordingly ad-
 journed sine die, and in the mean-
 time a fresh writ will be served.

he contracted with Lee Wing-
 ho, who was introduced to him by
 Mok Kam-shuen, to install water
 pipes in some new houses, Nos. 490
 to 500 Shanghai Street. The price
 for the work was agreed on at \$396,
 and in January Kwong received
 \$100 from Lee on account.

The work having been completed,
 Kwong called on Lee at 14, Tseung
 Sau Street, West, yesterday, to col-
 lect the balance of \$296 due to him
 on the job. To his surprise, Lee
 produced a receipt made in his
 (Kwong's) name, and told him
 that he had paid the balance to
 Mok on January 22, on production
 of the receipt purporting to have
 been signed by Kwong. Mok is al-
 leged to have disappeared.

NAVAL CONFERENCE IGNORED?

ITALY'S PROGRAMME FOR 29
 WARSHIPS.

BRITISH NAVAL PLANS.

London, Yesterday.
 In the House of Commons, asked
 whether his attention had been
 called to Italy's new naval pro-
 gramme to build 29 warships, Mr.



Mr. A. V. Alexander.

A. V. Alexander, First Lord,
 replied that the Admiralty were
 aware of the proposed Italian pro-
 gramme. It was usual for a country's
 naval requirements to be
 considered every Spring, so there
 was nothing unusual in the an-
 nouncement.

The intimation of this pro-
 gramme was not specially given
 at the London Naval Conference.
 Our own programme was under
 consideration, but he was unable
 to say what it would be.—Reuter.

TIED OF LIFE?

Two cases of alleged attempt to
 commit suicide occupied the atten-
 tion of the Police yesterday after-
 noon. A woman was concerned in
 each case.

The first was Chiu Man-ying
 (22), married, staying in room 48
 at the Tai Ting boarding house,
 Connaught Road Central. She was
 found unconscious in her room yester-
 day afternoon suffering from
 opium poisoning, alleged to have
 been self-administered. The mana-
 ger of the boarding house sum-
 moned the Police, who removed her
 to the Government Civil Hospital.
 The woman's condition is not con-
 sidered serious.

The other would-be suicide was
 Chan Siu (46), married, of 18,
 Kwei Heung Street, second floor,
 West Point. She was alleged to
 have jumped into the harbour from
 the seawall in Connaught Road,
 near the Tung On wharf. Rescue
 was effected by a boatman named
 Chan Kau, and Chinese Revenue
 Officer Wong Kan. The Police took
 her to the Government Civil Hospi-
 tal suffering from the effects of im-
 mersion. Her life is not in danger.



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AT THE **QUEEN'S** TO-DAY TO SATURDAY
 At 2.30, 5.10, 7.15 & 9.20.

JOHN GILBERT
 and
GRETA GARBO
 IN
 Blazing
 Romance
"LOVE"
 AT THE **STAR** TO-DAY TO SATURDAY
 At 5.30 & 9.20

LON CHANEY
 IN
"The BIG CITY"
 AT THE **WORLD** TO-DAY TO SATURDAY
 At 2.30 & 7.15 AT 5.15 & 9.20
 THE FENG YANG TIGER

QUEEN'S COMING SOON
RUTH CHATTERTON
 IN
Madame X
 ALL TALKING
 PICTURE
 with **LEWIS STONE**